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Are Good Tires

REUTER'S TELEGRAMS.

RAILWAY SITUATION GRAVE AS EVER.

STRIKERS SHOW NO SIGNS OF WAVERING.

MR. LLOYD GEORGE MEETS RAILWAYMEN'S EXECUTIVE.

London, October 1. A meeting of the Executive of the Licensed Vehicle Workers decided to postpone action as regards buses, trams and taxicabs until the meeting at Carlton Hall to-day is organised by the Executive of the Transport Workers. Besides the Union constituting the transport workers, the meeting will be attended by shipbuilders, boiler-makers, engineers, printers, electricians, railway clerks and the Postal Federation of the General Workers' Union.

The general outlook is regarded as critical, as it is believed that the purpose of the transport workers is to force a railway settlement by a threat of a sympathetic general strike.

Twenty thousand miners are rendered idle in the Lothians and Lanarkshire by the railway strike.

SITUATION AS GRAVE AS EVER.

London, October 1. Though more trains are running, namely, altogether 600 yesterday, including 240 Great Western, and the official arrangements for feeding the community are working without a hitch, the strike situation is as grave as ever. There is no sign of wavering on the part of the strikers and only the very small dribbles of men, mostly veterans, have so far drifted back to work but in no wise to the extent of breaking the strike.

An encouraging feature from the viewpoint of the authorities is the large number of young men volunteering for railway service with a view to permanencies. These are carefully examined and if accepted will be trained for regular employment. This factor will operate to the advantage of the country each day the strike continues, but with the resources of the Unions and the evident loyalty and determination of their members, it is likely that the struggle will be protracted.

Another factor against the strikes is the successful employment on the road of convoys of motor lorries. An extraordinary number of people, as a result of war-training, is conversant with motor mechanism. In this connection, Mr. Kellaway, of the Ministry of Munitions, told an interviewer last night that the much-contested motor depot at Slough has proved most useful. The sales of Government motor transport there were stopped immediately it was evident that a strike was inevitable, and with the closest co-operation between the Ministries of Transport, Food, the War Office and the Disposal Board the accumulation of motors there has been made available most promptly for the moving of fish and other perishable goods to stations and milk to Hyde Park. It is now hoped to deliver daily 200 or 300 lorries and motor cycles from Slough, to supply staffs to handle and maintain all road convoys and to establish repair workshops in provincial centres.

Furthermore, motor lorries are being brought back from France by the train ferry. A hundred arrived on Monday. Mr. Kellaway anticipated that Slough could deliver 3,000 lorries within three weeks. The petrol supply is also satisfactory, the Disposal Board having thousands of tons, the sale of which to the public has been stopped.

One editorial commentator sums up the situation by saying:—"The Battle of Verdun was saved by the motor lorry; the Battle of Food will be similarly saved." The Government has devised a scheme for out-of-work donations for the relief of sufferers from the strike, excluding strikers or those identified with strikers, varying from 12/- for women and 25/- for men.

Mr. McCurdy, presiding at the first meeting of the Central Profiteering Committee, promised drastic punishment of strike profiteers at the hands of the Tribunal.

PREMIER MEETS TRADE UNIONISTS.

London, October 2. An official statement says that the Prime Minister received a deputation of the Transport Workers' Union, accompanied by representatives of certain other Trade Unions not connected with the present strike.

Replying to Mr. Gosling, who headed the deputation, Mr. Lloyd George said:—"If I am asked to see the Executive of the National Union of Railwaymen, I shall be ready to meet them and hear what they have to say, but I am sure you will agree that there is nothing to be gained by any ambiguity, more especially as there has already been a good deal of misunderstanding. I want, therefore, to make it quite clear that in the opinion of the Government it will be quite impracticable to continue negotiations until work is resumed."

Mr. Lloyd George continued that apart from other considerations the Minister who were concerned in the negotiations could not possibly attempt to deal with the questions involved while their whole energy was devoted, as it must necessarily be, to improvising means of carrying on the life of the nation.

BETTER RAILWAY SERVICES.

London, October 1. An official statement issued from Downing Street says the train services continue to improve. Over 800 trains ran yesterday, exclusive of many local services on the underground and suburban railways, where partial services had been resumed. More railwaymen have returned to work. On one London line alone, 170 of the traffic staffs have been re-instated during the last twenty-four hours. Full arrangements will be made whereby substitutes will be found for any busmen who may strike.

The movement of food is going on remarkably well. In twenty-four hours, the Food Ministry cleared 10,000 tons of perishable foodstuffs from Metropolitan stations without the use of Government lorries.

Normal deliveries by the railway companies are starting. Food coal and petrol must be strictly economised. In view of the dislocation of traffic this may continue for some time.

MOMENTOUS MEETING.

London, October 1. To-day's meeting at Carlton Hall will be momentous, for a statement will be issued by the Executive of the transport workers announcing that the meeting declares that "the economic status of the entire Trade Union movement is involved in the present crisis in which the Union of Railwaymen has been thrust."

REUTER'S TELEGRAMS.

CABLE CONGESTION.

THE PUBLIC APPEALED TO.

London, October 1. The increasing volume of commercial traffic over the lines of the Eastern and Associated Telegraph Companies, due largely since the signing of peace, to reconstruction and resumption of trade relations throughout the world with late enemy countries, is causing heavy congestion and delay to telegrams.

The Companies appeal to the public to refrain from using the cables except for messages of the most urgent importance, and also, in their own interests, to curtail the length of telegrams as much as possible.

JAPANESE STEAMER'S PLIGHT.

London, October 1. Seventy guineas per cent. reinsurance is quoted for the Otaru Maru No. 3, which left Singapore for Marseilles on August 2 and has been ashore off Northern Somaliland since August 8, unable to secure assistance which was urgently needed.

THE BALTIC PROBLEM.

Paris, October 3. Germany has not yet replied to the Allied Note regarding the recall of General von der Goltz and the German troops in the Baltic Provinces.

A message from Reval states that a conference between the Baltic States at Dorpat with regard to peace and the formation of Alliance between the Baltic States has reached a full agreement with regard to joint action.

FRENCH APPEAL DECISION.

Paris, October 1. The Appeal Court has granted the appeal of M. Quien, against the death sentence, mentioned on September 5, as the Court Martia majority was only four to three instead of the requisite five to two.

Moreover, the statement by Mr. Thomas, issued from the railwaymen's headquarters last night, declares that the offers of assistance for railwaymen received show that "the challenge to the whole Trade Union movement made by the government, and enthusiastically endorsed by the press, is accepted." Mr. Thomas, however, declares that, despite this, he is limiting the issue to the railwaymen's case regarding which he has not closed the door of negotiation.

GUARANTEED MINIMUM WAGE.

London, October 1. Replying to the request for a clear explanation of the Government's offer to the railwaymen, Mr. Lloyd George has telegraphed to Cardiff that in no event, even when the cost of living falls to the pre-war level, will any grade of railwayman on the average get less than twice the pre-war wages. In the case of the lowest grade of railwaymen, this represents a minimum wage of 40/- a week, compared to 18/- to 20/- before the war.

Labour correspondents had previously urged the Government to make clear that 40/- will be the guaranteed minimum wage.

TRADE UNIONISTS TO STOP AT NOTHING.

London, October 1. The very important meeting of the Transport Workers' Federation, on which all eyes are focussed, opened at Carlton Hall this morning. The Commoners, Messrs. Arthur Henderson, O'Grady and A. Thorne were present. The Chairman, Mr. Gosling, President of the Federation Executives, in an announcement declared "We will stop at nothing to defend the long established principles of Trade Unionism, and the right to defend wages constitutionally secured."

MORE SABOTAGE.

London, October 1. More sabotage is reported. For example, the signal wires have been cut at Swansea, a platelayers' lorry was found on the line at East Malden on the North-Eastern Railway, and a Midland train was stoned and its tender dented, but the driver was not hurt.

PREMIER TO MEET TRANSPORT WORKERS.

London, October 1. The transport workers at a meeting, which was private, passed a resolution that the Premier be asked to receive a deputation from the Conference.

Mr. Lloyd George has agreed, and the deputation is proceeding to Downing Street.

BRIDGING THE TROUBLE.

London, October 1. A prominent delegate of the Transport Workers' Conference, in an interview, expressed the opinion that "a bridge will be built."

THE CONFERENCE DECISION.

London, October 1. The Transport Workers Conference has issued a statement saying that meeting discussed the rendering of practical help to the Railwaymen. Representatives of the following Unions were also present:—General Workers; all the Postal Unions; the Amalgamated Society of Engineers; the Iron and Steel Trade Federation; the whole of the Printing Trades Unions and the Railway Clerks' Association. The Parliamentary Committee of the Trade Union Conference attended and it was decided to ask Mr. Thomas and Mr. Bromley, as representing all grades of Railwaymen, to state the situation. After hearing them, the Conference passed a resolution declaring that the whole of the Delegates were convinced that the strike was purely a Trade Union strike for wages and conditions. After Mr. Thomas and Mr. Bromley withdrew, a resolution requesting an interview with the Premier was carried.

RAILWAYMEN'S EXECUTIVE CONFERS WITH PREMIER.

London, October 1. Mr. Thomas states that the Railwaymen's Executive has accepted the Government's offer to talk things over. The executive is now conferring with Mr. Lloyd George.

REUTER'S TELEGRAMS.

THE RISE IN SILVER.

CAUSED BY CHINESE BUYING.

London, October 1. Chinese buying is responsible for the rise in silver to 64d. With Shanghai exchange still very firm at 6 1/2, no cessation of Far Eastern buying seems anticipated.

It is pointed out that the increased importation of gold into India will somewhat relieve the Government's requirements for silver. A further amount of South African gold was taken yesterday for India.

STRENGTH OF THE GERMAN ARMY.

STEADILY DECLINING.

Berlin, October 1. Herr Noske in the Budget Committee stated that the Army was at present 400,000, but the number was rapidly declining.

OBITUARY.

London, October 1. The death is announced of Sir Edward T. Cook, M.A., K.B.E. The deceased, who was 62 years of age, was a very well-known journalist. Having served on the *Pall Mall Gazette* under Viscount (then Mr.) Morley and the late Mr. William Stead, he became editor in 1890 and later succeeded to the editorship of the *Westminster Gazette*. From 1896 to 1901 he was editor of the *Daily News*, since which time he has published many works, mainly on art and literature. He was knighted in 1912.

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

SINGAPORE SALVAGE CASE.

JUDGMENT FOR THE N.Y.K.

Singapore, October 3. In the salvage case at the Supreme Court in which the N.Y.K. (owners), the master and the crew of the *Totomi Maru* claimed \$30,000 salvage expenses against the *Nam Vian*'s cargo and freight, the Acting Chief Justice (Mr. Woodward) gave judgment for plaintiffs for \$10,000 and costs, the amount to be apportioned according to the rules of the Company.

SHIP'S FIRE AT SHANGHAI.

FIRE BRIGADE MEN OVERCOME.

Shanghai, October 3. The Chief of the Fire Brigade, as well as three European and nine Chinese firemen, have been overcome whilst attempting to extinguish a fire in the hold of the steamer *Minerik*, lying at Footing.

TANG SHAO-YI RESIGNS.

Shanghai, October 3. Tang Shao-yi has tendered his resignation as Southern delegate to the Shanghai Peace Conference.



THE GUN HE LEFT BEHIND HIM

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s 2 1/2-7-16d.

THE WEATHER.

Forecast: fair. Barometer: 29.80. Temperature 2 p.m.: 85. Humidity 2 p.m.: 73.

THE SLANDER ACTION.

JUDGMENT FOR PLAINTIFF.

In the Summary Court, this morning, Mr. Justice Melbourne delivered judgment in the case in which A. d'A. Souza, an assistant employed in the firm of Messrs. Hastings, Hodge and Co., claimed from Chan Pak-kwong, co-proprietor of the same firm, \$1,000 damages for slander.

His Lordship said:—"It is admitted by the plaintiff that the occasion was privileged and that therefore the plaintiff must establish malice. Ah Kan denies ever having used the words complained of and I accept his denial as true. From this it follows that the words were invented by the defendant and in my opinion malice has been established because if the defendant made a statement which he does not believe to be true—reckless as to whether it is true or false—that, in law, is malice which will destroy the privilege existing between defendant and Mr. Hodge (Royal Aquarium Society Ltd. v. Parkinson (1892) 1 Q.B. 431.) On the question of damages, I think it will sufficiently meet the case if I award to the plaintiff, as I do, \$50, and costs on Scale III.

Mr. E. Davidson, for the defendant, pointed out that His Lordship had agreed to leave the question of costs over for discussion, in view of the fact that the plaintiff had amended his writ, which altered the whole statement of claim.

His Lordship accordingly withdrew his judgment as to costs and arranged for discussion in Chambers.

"HERO" FROM ORKNEY.

Said to have masqueraded as a V.C. hero, a young man, attired in the uniform of an officer of the R.A.F., was recently arrested, and interviewed at the War Office.

Besides wearing the badges of a major, he had the ribbons of the Victoria Cross, Distinguished Service Order, Military Cross, Distinguished Flying Cross, Air Force Cross, Air Force Medal, Mons Star, and the Victory Medal. He had five service chevrons, and two wound stripes.

He said he was Major Ian Irvine Barclay, V.C., of the R.A.F., and he produced two visiting cards bearing that name. He said that he had been presented with the V.C. by the King at a Buckingham Palace investiture.

Later he admitted that his story was untrue, and that he had never been in the Army. He said he bought the uniform a week or two ago, and that he had been staying at the Savoy Hotel.

When charged at Bow-street with wearing the uniform without authority, he said that he had been rejected when he tried to join the Army during the war, and had been taunted by people.

His name is Ian Irvine Barclay, of Ronaldshay, Orkney. He was remanded.

DON'T FORGET.

TO-DAY.

V.B.C. Sports—Second day. Coronet Theatre—8.15 and 9.15 p.m. Victoria Theatre—9.15 p.m.

TO-MORROW.

Interport Lawn Bowls—Hong-kong v. Shanghai. At Kowloon Bowling Green Club—1.30 p.m. Club de Recreation—Billiard sports—3 p.m. V.B.C. Sports—Third day. Coronet Theatre—8.15 and 9.15 p.m.

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COALITION LEGISLATION.

RECORD OUTPUT OF PARLIAMENT.

Something like a record has been achieved by this Parliament in the eight months of its existence, says the *Daily Chronicle* Parliamentary correspondent. Such an output of legislation as that of the six and a half months since the Session opened is without a precedent in the recollection of Parliamentarians now living, and the whole history of Parliament can hardly produce its equal. The output to which Ministers can point as the result of the labours of the Session is also unique in the quality, for every Bill has been examined with more care and completeness than the legislation of any previous Session.

Hardly anything has been passed under closure; the guillotine has never once been used; every Bill at every stage has received the fullest deliberation, and the views of the most tiresome member have had full and patient hearing. This record is in itself a marvel. It is due partly to the fact that there has been little obstruction of the kind that wasted time in unnecessary speeches, and in a large degree to the operation of the new rules of procedure, by which so much Committee work has been taken out of the House of Commons and discharged by Standing Committees.

ZEAL IN THE LORDS.

There has been a greater zeal, also, in the House of Lords in the close examination of Bills emanating from the Commons, and no measure has been taken by the Peers as read. An independent Opposition has been set up by the Peers, which has exerted its energies systematically in the examination and amendment of the Commons' Bills—often, it must be said, to their improvement.

The number of Bills introduced by private members into the House of Commons or brought thither from the Lords is remarkably small. Out of 125 Bills brought into the Commons only 35 were introduced by private members, and only three of these have been passed.

WIDE FIELD OF LEGISLATION.

The Government Bills of first-class importance that have been placed on the Statute Book cover a very wide field, as will be seen:

Acquisition of Land.
Air Navigation.
Aliens Restriction.
Anglo-French Treaty.
Finance.
Forestry.
Housing and Town Planning.
Housing (Ireland).
Housing (Scotland).
Increase of Rent.
Land Settlement.
Ministry of Health.
Ministry of Transport.
Naval, Military and Air Service.
Patents and Designs.
Police.
Profiteering.
Pre-War Practices.
Scottish Board of Health.
Treaty of Peace.
War Loan.
War Pensions.
Welsh Church (Temporalities).
Others are still in process of examination, such as the Government Bill of India (before a Joint Committee of both Houses), the Ministries and Secretaries Bill, Electricity Bill, and the War Emergency Laws (Continuance) Bill, all committed to standing Committees, together with some smaller postponed measures. All these will be considered in the autumn.

BILLS DEALING WITH INDUSTRY.

The measures of secondary interest include some important Bills, especially those dealing with one branch of industry or another. The unrest in the coal industry gave rise to the Coal Commission Act, and the Coal Mines Act which followed it; then there was an extension of the Wages Regulation Act, a National Health Insurance Act raising the limit of qualification to a £250 wage, a Disabled Men (Facilities for Employment) Act, a Scottish Education Superannuation Act, and an Irish Labourers Act.

Agriculture received an Act establishing agricultural and fisheries councils; an Act relieving tenants whose holdings are put up for sale, and an Act to prevent anthrax. The Police Act was followed by others for the police of the City and of Ireland. Electoral law received additions from the Parliamentary Elections (Soldiers) Act, and the Representation of the People (Returning Officers' Expenses) Act. Ireland got a new Local Government Act, a Public Health (Medical Treatment of Children) Act, and a Criminal Injuries Act; Scotland the Intestate Husband's Estate, Intestate Moveable Succession and War Charities Acts.

WAR MEASURES.

War measures included the Army Annual Act, the Government War Obligations Act, the Retired Officers (Civil Employment) Act, and the Matrimonial Causes (Dominion Troops) Act. Other Acts related to Joint Stock Banks Amalgamation, the re-election of Ministers, Merchant Shipping (Wireless), and a number of departmental and professional and privileged matters.

The slender output of the private members included Mr. Walter Guinness's Animals (Anesthetics) Act, the Checkweighing Act of the Labour party, and Col. Yate's Statement of Rates Act—all useful but unexciting measures.

In addition to these general Acts, 15 Provisional Order Bills have been passed into law, as well as nine Confirmation Bills of a like character, under the Private Legislation Procedure (Scotland) Act, 1899.

As an example of what can be accomplished by a strong Coalition House of Commons, the foregoing statement tells its own story. The time-wasting devices of party warfare have been reduced to a minimum, with the remarkable result that the work of the House of Commons, in particular, has been more thorough than it has ever been under the distracting influences of party tactics. The saying that "the duty of an Opposition is to oppose" has been proved to be a fallacy; this Session, so far, has taught that the most worthy role of an Opposition is to make good legislation better.

CHEEFOO BREAKWATER.

A Chefoo correspondent of the *China Critic* writes:—"The breakwater will not be finished at the close of the year and there seems little likelihood of its even being finally completed by this time next year. It is said that there have been difficulties in procuring necessary building stones, etc. But the whole work is taking far too long. When it is finally finished it will be interesting to see what the total cost has been and how it compares with the original estimate. There is a long stretch showing and it is easy to see that this season has seen its extension, but to the ordinary onlooker the whole construction appears painfully slow."

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HOW TO PREVENT BIGAMY.

POWER TO REMARRY AFTER SEPARATION.

Recent prosecutions in the courts have drawn attention to the increase of bigamy in this country, and it is suggested that, to counteract the practice, the marriage laws should be strengthened.

Mrs. Seaton-Tiedeman, secretary of the Divorce Law Reform Union, discussing the problem with a representative of the *Daily Chronicle*, remarked that in a large number of cases where bigamous marriages are contracted one of the parties is separated. "It often happens," she said, "that after separation a man or a woman wants to marry. The intention is not criminal; the desire is to have a legal union; and you can only meet the difficulty by altering the existing law of separation."

"We want to break the existing system of permanent separation with the power to remarry, because we argue that it is this system which is the cause of the increase in bigamous marriages. I do not suggest that there are not criminal cases where a man goes about the country marrying women for the sake of what he can get out of them; but undoubtedly the bulk of cases are due to permanent separation."

ANXIOUS TO REMARRY.

During the past three years I have had an enormous number of inquiries from men and women who are legally separated and are anxious to remarry. They have not heard of their wives or husbands for eight, nine or ten years, and they ask, 'Can I marry again?'

"The reply is that they can remarry if they are prepared to swear that they have neither seen nor heard, nor had knowledge that their spouse was alive during the last seven years. After that period death may be presumed and marriage may take place."

"If afterwards the legal spouse appears, then the second marriage is not legal, and any children therefrom are illegitimate. In several instances the legal spouse re-appears after the second marriage. The intention of the second ceremony, however, is not criminal at all; it is merely the result of the existing law."

A REGISTRAR'S REMEDY.
A registrar personally accounted for the increase in bigamous marriages by the presence in this country of overseas troops, on whose antecedents it was difficult to keep a check.

"If you deduct these cases," he suggested, "it will probably be found that there has been little or no increase. Within the last 18 months these soldiers have been required to produce military records to substantiate their declarations, and this has diminished the evil."

"So far as I can see," he added, "the only effective method of preventing bigamy is for every individual to have a registration certificate, posted up-to-date by, say, the police of the locality where he or she was born, and for this to be furnished to the clergy or the registrar when marriage is proposed."

"Inquiries could then be instituted on the basis of the card, and the statements of the contracting parties could be examined. But the system would be complicated, and would require a wide extension of the present administration."

365 TONS OF GOLD.

Altogether, the British Empire produces 60 per cent. of the world's annual output. Last year it produced £50,350,500 worth of gold. It weighed 12,800,567 ounces, or about 365 tons. As gold mines work continually every day throughout the year, the amount of gold won per day is just about one ton.

One ton of gold, in accordance with the English Mint standard, can be coined into 114,240 sovereigns. A sovereign weighs just a little over a quarter of an ounce, and contains twenty-two parts pure gold and two parts copper. A ton of gold can be moulded into about sixty-five bars or ingots, each weighing, in accordance with the recognised standard, 400 ounces, and valued at £1,500.

Gold is throughout the world the standard of currency, and in consequence its value never alters. It is not liable to market fluctuations, as are so many other metals and things in general. During the war, it has been said that the only thing in the world that has not risen in price is gold, which has remained at its pre-war standard, viz. £1 5s. per fine ounce. This works out at £114,240 per ton, which is the total amount we are digging out each day from all our mines in different parts of the world.

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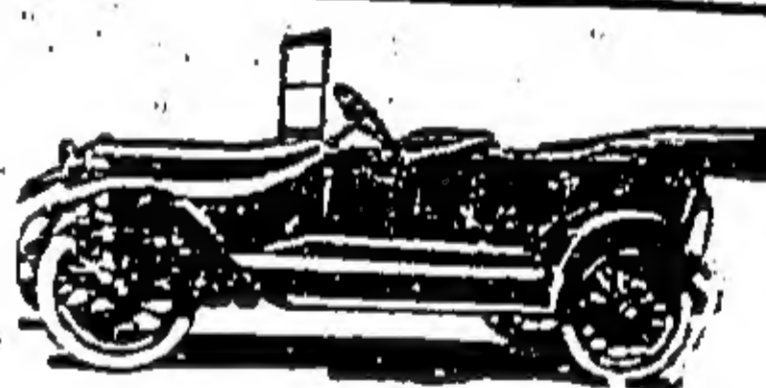
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HONGKONG, FRIDAY, OCTOBER 3, 1919.

THE NEED FOR VIGILANCE.

The news that has just been received that there is a distinct danger of the Allies losing all the benefits obtained through winning the war by letting a certain German General build up a reactionary military machine must have occasioned serious thought to all readers. The prospect that, owing to any laxity on the part of Allied diplomats, the world may at some future date be once more plunged into the distress of a military contest is sufficiently alarming to warrant a unanimous demand on the part of all peoples that nothing shall be left undone to make such a happening absolutely impossible. When Germany sued for an armistice in November last, had suffered so serious a military defeat as to make her willing to accept the very strict terms on which such an armistice was to be granted, all felt that her power for evil had been effectively crushed and that if only the establishment of a League of Nations could be successfully negotiated the world was safe for all time against the curse of war. But it would seem that, far from being too severe with criminal Germany, as indeed many people thought the Allies were, insufficient precautions may have been taken.

This has come to light through the medium of a number of French newspapers, and they take the view that the matter is sufficiently serious that the great Allied Powers should consent to a blockade of Germany—again cutting off commerce, food supplies, raw material and finance—if the people in England, France, America and Italy could be made to realise the danger. The main fact is that General von der Goltz has been going ahead building up a new and reactionary military machine while the Allies are busily engaged in demobilising their forces and are, in consequence, becoming day by day more disarmed. The French Peace Commission has introduced into the Chamber of Deputies a motion in which the Chamber invites the Government to engage in negotiations with the signatories of the Treaty of Versailles for the adoption of an addition to the Treaty, making the disarmament of Germany and her Allies effective by the prohibition of the manufacture of certain war material. It would appear that the French Premier thinks that the Treaty, as it is, is insufficiently protective of France against Germany by preventing the latter from building up further munition factories, but surely this single provision, Article 168, will hardly reinspire sufficiently. At any rate it is significant that the German General in question has been finally recalled from the Baltic Provinces where his actions were leading to such distrust.

There should be allowed to exist no room for doubt and certainly none for apprehension in this matter. The very fact that responsible sections of the French Press have seen fit to give utterance to the fears they have should be sufficient to lead those in charge of these things to make unquestionably positive their own safety. France has quite recently been powerfully moved by fear of what Germany may do in the future, and this was very clearly shown by the extent of her demands at the Peace Conference. Her eagerness to secure a guaranteeing treaty with England and the United States, which she accepted in lieu of some of those demands, told its own plain story of distrust. And this French fear is not a thing to be lightly dismissed. The inhabitants of ravaged France, who had to stand helplessly by and suffer a whole generation to be mutilated, have a right to look at this question of future security in a different way to most. Britishers, too, in every corner of our vast Empire—aye, even in Hongkong—owe it to themselves that nothing shall be allowed to go by default which shall leave them open to the danger of another blood sacrifice. Germany raised its hideous head once in defiance of humanity, but it must never have the chance to do so again. By all means allow the opportunity for Germany to become once more a self-respecting nation, but, in the bestowing of sufficient laxity to make this possible, a wary eye should be kept open, lest, animated by a spirit of revenge or still clinging to its mad idea of world power, Germany should try to succeed where she failed before. Recent acts do not warrant much trust. Only yesterday news came through that Marshal Foch had had to devise measures to prevent the Germans from unauthorisedly disposing of the air material and that the Supreme Council had decided to insist on the handing over of the amounts already realised by such unauthorised disposal. Plans handling such as this can alone convince the Germans that the Allies will stand no nonsense. If a renewal of the blockade would help in the process of education, then it should unhesitatingly be decided on. The world wants no repetition of the war just past, and, if ever it should be allowed to come about, present Allied diplomacy will be the most discredited and useless of all.

NOTES & COMMENTS.

THAT DINNER.

There was a dinner given in honour of Sir Charles Eliot by members of the Hongkong University Union on Wednesday night. No report of the affair appeared in the *Telegraph* last evening for the following reasons: first, that the Press were not invited to the function; secondly, because we could get no communicated account of it sent to us. It is true that the Registrar of the University, the day after the event, intimated to us by telephone that if we sent a reporter up to the seat of learning at a given hour he would be supplied with the material necessary for giving an account of what transpired. The hour fixed, however, was not convenient to us, which fact prompted us to enquire of the Registrar whether he could not supply us with a brief report of the affair, as is usual in cases where no invitations are issued to the Press. This gentleman, with more courtesy than courtesy, snappily informed us that it would be utterly impossible for him to fall in with our request, and, when told that previous Registrars had followed the line indicated by us, he pompously declared that "previous Registrars must have had less work to do than I have."

A LITTLE LESSON.

We mention this little incident because it is so very typical of the attitude taken by a certain type of individual towards the Press of this Colony—an attitude which implies that the newspapers can always be made a convenience of. Had a function of this order happened at Home and no invitations been sent to the Press, no report whatever of it would have appeared in the papers, even if some one had seen fit to send in an account. Certain it is that no self-respecting journal at Home would have sent a man champing about for details of such a gathering. Since the Registrar in this instance wanted us to give a report of the proceedings, he, or the University Union, must have thought the function of sufficient importance to come before the eye of the public. The correct procedure, therefore, should have been to secure the attendance of Press representatives at the gathering, or, failing that, to have asked for the courtesy of a little space for the publication of a communicated report. To expect newspapermen, who are quite as hardworked as Registrars, to run about at the beck and call of everybody who wants publicity given to a private affair, savours a little too much of imposing on the generosity of the Press. The local newspapers have done a fair amount of "boosting" on behalf both of the University and of the University Union. They thus have a right to look for a little reciprocity in a matter of this kind. If the University authorities thought the function of sufficient importance to be reported, surely some under-worked individual could have been found with sufficient energy to piece together a brief account of it for communication to the Press.

PLAYING AT GOVERNMENT.

The more we read about the preliminaries in connection with the holding of the Shanghai Peace Conference, and of the school-boyish efforts to convene it, the more convinced do we become of the hopelessness of expecting any good result from the gathering. The North has chosen its chief delegate, but because there is opposition to the nomination in certain quarters, the President flies to one of his predecessors, now out of office, to "mediate" on the matter. That is a fair sample of the way China is "governed" today. Then, to cap the whole business, the individual whose appointment is the subject of all this bother, calmly asks for a mere \$150,000 with which to meet his expenses, and the Finance Ministry is advised to pay out the sum! What can we hope from "statesmen" who fool about like this?

"HAVE GOT."

In the Summary Court this morning, Mr. Lo asked for a case, in which he and Mr. W. B. Hind were engaged, to be adjourned, owing to the fact that Mr. Hind was away on his honeymoon. Mr. Justice Melbourne—Oh, Mr. Hind is getting married, is he?
Mr. J. H. Gardiner—Have got, my Lord. (Laughter.)
The case was accordingly adjourned.

DAY BY DAY.

HOPE, COURAGE, SYMPATHY AND TRUST ARE GREAT PRODUCERS.

The Day of Atonement, which is one of the most solemn days in the Jewish Calendar, falls to-morrow.

Yesterday's health return shows two cases of gastro-enteritis, two of enteric and one of diphtheria. All were fatal save one occurrence of enteric.

At the Police Court to-day, a Chinese was charged with unlawful possession of 34 tael of prepared opium. Mr. Lindsell fined him \$3,000 or three months' hard labour.

Queen's College annual aquatic sports are being held at the V.R.C. on Monday afternoon. There are sixteen events on the programme. Mrs. Ralphs is to present the prizes.

Six Chinese were to-day charged before Mr. R. E. Lindsell, one with stealing a member of steel plates belonging to the K. C. Railway Station, which were lying about on Blackhead's Wharf, and the other five with receiving the stolen goods. Mr. Hall appeared for two of the defendants. They were bailed out one at \$500 and the rest at \$3,000. The Crown Solicitor will appear for the prosecution.

HONGKONG DEFENCE CORPS.

Administrative Orders by Major J. H. W. Armstrong, V.D., Acting Administrative Commandant state—

LEAVE.

Pte. F. Wood and Pte. E. Lar-mour, "A" Company, are granted 3 months' leave each, from 3rd October, 1919.

EQUIPMENT BOARD.

The Board will sit at Headquarters from 5.30 to 6 p.m. on the following dates:—Monday, 6th October; Friday, 17th October; Monday, 27th October; Friday, 7th November.

ENGINEER ORDERS.

Orders for Engineer Company by Captain R. Hall state:—D.E.L. Instructional Classes.—Recruits will parade for D.E.L. instruction under R.E. Instructors at Belchers at 9 p.m. on Wednesday, 8th October. Officer on duty: Captain R. Hall.

D. E. L. Examinations.—The undermentioned members of the Engineer Company have obtained the "Proficient" qualification, and have been granted by the Chief Engineer, Forces in China, Engineer Pay at 1/- per diem:—Engine Driver: No. 447 Sapper T. J. Richards, from 10.9.19 inclusive; Electrician No. 374 Sapper G. A. Carvalho from 23.9.19 inclusive.

INFANTRY ORDERS.

Orders for Infantry Battalion state—

"A" Company.

Sunday, 5th October.—8.30 a.m. No. 1 Platoon at King's Park Range. Annual Musketry Course, Part 3, Practices 13, 14 and 19. Dress, Drill order with pouches. "A" and "B" Companies Mounted and Signalling Sections. Wednesday, 8th October.—6.30 a.m. N. C. Os and Men who wish to fire at the Peak Range. Annual Musketry Course. Part 1, Practices 1 and 2.

CADET ORDERS.

Orders for Cadet company by Lieut. A. O. Brown state:—The following promotions are approved by the Commandant:—Sergeant R. Y. Frost to be Sergeant. Major. Corp. J. V. Ramsey to be Sergeant. No. 4 Section. Corp. W. G. Gerrard to be Sergeant. No. 3 Section. Corp. Simmons to be Sergeant. No. 2 Section. L/Corp. E. Spradberry to be Corporal. No. 4 Section. L/Corp. J. Lyon to be Corporal. No. 1 Section. Cadet E. Ralston to be L/Corp. No. 3 Section.

NOTICE: CADET COMPANY. Annual Swimming Sports.—These take place at the V. R. C. on Saturday, the 11th instant, at 3 p.m. All Cadets should attend. Uniform, cap and belts. Parents and others interested are cordially invited to attend. The preliminary heats will be on Wednesday, the 8th instant, at 4.30 p.m. at the V. R. C. All intending competitors must attend. No uniform. The Cadet Company is to be commended for the good fight it put up against the V. R. C. in the Team Race at the latter's sports.

ROBBIE'S LETTER.

TO THE NEW GOVERNOR.

Hongkong, Oct. 1, 1919.

Your Excellency.—When I was sitting there in the City Hall yesterday and heard Chater reading your Address of Welcome, I couldn't help thinking of a recent cartoon I saw in *Punch* which represented a facetious gallery putting to the great Khagoola the question "Tell us where there's a house to let." From what I could understand this chap w'l' the Afghan-cum-Gula-Malacca name had undertaken to answer any question put to him by any member of the audience. But this housing one, to judge from his Humpty Dumpty countenance, had evidently not been included in his repertoire. As Macpherson said—but I forgot, you don't know Macpherson yet, so we'll give him the go-by for the moment.

Onyhow, as I was going to say, sitting there ye must have envied the resourceful pilot who was claiming to know every rock on the coast; and that," he hastened to add as his ship bumped, "is one of them." I was glad though, that in your speech yesterday you made no effort at the moment to answer the question that floored poor old Khagoola. Aye, I was pleased to hear that ye wanted to "mak siccar" before answering your rapid-fire string of moans. A man that claims to be discreet isn't necessarily a coward. Another thing, ye'll need to be careful and no get carried away w'l' the reception ye've got this week. Aye, mind that every little boy likes his teacher—the first day of school. It isn't only affectionate folks that bubble over w'l' friendliness. Soapy people bubble over too—naturally.

First impressions—like youthful friends—are often dissipated. As McGlusky once said, a man doesn't seem to mind if a woman's got a figure like a camel or a face like a dust storm w'l' holes in it, and a temper that would disgrace a hyena in a steel trap—it's enough for him if she's a woman and when he comes to his senses a month later he as often as no takes to drink or religion and wails over his blasted life, instead of blaming his own foolishness.

Of course, mind ye, there are bound to be likes and dislikes on our side of the fence as well as yours and ye'll have to make due allowance for them. Few of us are big enough or strong enough to like a strong character at first sight. Strong characters have sharp edges. We often realise the sharpness before we realise the strength behind them.

Another thing, we're differently constituted out here. In the Old Country, a man's point of view is generally fixed at birth. In Hongkong it varies w'l' the size of his income and the opportunities he has for squeeze. Again, our public opinion, when boiled down, sometimes amounts to very little—almost nothing. Take, for instance, all this talk over the Shantung question. About all the average man knows of the place is that it's there that the nice silk comes from that makes our swaggar shirts and coats.

Now to come down to what I was going to write you about—this Housing business. While it's true that ye should look before ye leap, it's equally true, on the other hand, that as a young chap ye shouldn't be too long in making up your mind. Believe me there's all the need in the world for hurry. A Government has a peculiar disposition. The longer time it has to work, the less it does. But it can get a move on when it likes, mind ye. For instance, when we heard first that ye were on your way out here, look at the rush—but I nearly forgot; ye're no supposed to know anything about that. It's the same w'l' the ex-Kaiser. If they don't push along his trial, he'll die of old age waiting for the police to come and get him. I've always wondered where the Government got the idea that dignity consists in doing a lot of humming and hawing before accepting the inevitable.

Things have been too slow here. First it was the war that handicapped us and then it was the want of a Governor. That's said advisedly, mind ye, for we've aye been told that we had to wait for your coming before anything could be done. Now every day's delay is a day to the bad. We need houses to live in at rentals that doesn't give ye mental colic when the landlord's shroff calls at the month's end. What's more forbye, there are British children in this Colony to-day, whose parents are compelled by existing circumstances to live in the poor quarters of our city, who have acquired a low and filthy patois

through their proximity while at play with the children of other races. This undesirable state of things is unquestionably due to environment and to the fact that these little British colonists, when Nature calls them into the open to play, are perforce compelled to game w'l' coloured children because they have nowhere else to go but into the narrow and evil-smelling streets.

In very recent years a great change has come over expert conceptions of housing. This was first reflected in Mr. John Burn's Town Planning Act of 1909 and a surprising progress in housing standards has occurred since then. In no small measure the Old Country is indebted to the erroneously styled "Garden City" movement for, ye believe me, it has been clearly demonstrated that the aggregation of humanity in superimposed tiers is defensible neither morally, physically nor economically. Now, sir, if you will study retrospectively the housing question as it has affected Hongkong, you will find that the area which was occupied by Britishers, i.e. the Middle Levels, is now occupied by—others. Bearing in mind that the population has doubled itself during the past ten years,—for these figures never mind the last census, but ask the Sanitary Board,—there are only two natural outlets for Britishers, the Peak, which is a Reservation, or Kowloon. Naturally all below the rank of *taipan* have perforce to go to Kowloon. Now, why in the name of common sense cannot Kowloon folks have their Reservation as well as the Peak people? So far as the principle of the thing goes, ye need have no fear. You will create no precedent for the Peak Reservation is a thing of the past and it was only the other week that a Reservation was set aside on Cheung Chau Island. All right then, what's to hinder the Government doing the same in Kowloon? See that the lay-out of the sites is a sensible one. Limit the houses to 10 or 12 to the acre. See that they are built in small blocks, artistically over and around the site. See that they have gardens "fore and aft." The narrow roads would forbid through traffic. The playgrounds and open spaces would keep the children out of harm's way. Without any extra expense, sunshine, fresh air and recreation would be guaranteed to the tenants. What's more forbye, each house would have that air of individuality which would prompt its occupant to take a pride in it. But all this cannot be done unless the Government sees that the cost of the land is reasonable, that means are taken to avoid speculation, and that the Government in turn will not in after years take advantage and raise its price for land in ratio to the progress of building in the vicinity.

Another thing, given reasonable facilities to acquire a house in such a Reservation there's many a man who would consider the advisability of staying here—having a stake in the place, so to speak, particularly in view of the turmoil at Home to-day and the ever-present fear of his modest capital being whittled away through excessive taxation.

I see that you have put Education next in your tentative agenda. And very right too and no before time either. Aye, what we need badly is expert investigation into our alleged educational system. Now in the past we've had men out here to look into the causes of plague and spotted fever. We might very well have the same sort of thing w'l' regard to educational disease. The finished product of our present system is the type of lad who after filtering into an office is often unable to construct a simple sentence. Still, for all that, facilities given him are even better pro rata than those at present available for the education of the European boy or girl. Man, it's a constant puzzle and the cause of the breaking up of many a home, this question of education. It often means the separation of parents from their children, a very doubtful step at the best of times. Believe me, however they may care to describe our scholastic establishments, the fact remains that there is no such thing here as a secondary or finishing school for European students. They are all a mixture of primary and secondary. My idea, as I said before, is to have a *pukka* educationalist—enticed out here for a year, let him loose on the alleged system and then at the end of that time give him a free hand to remodel the whole business.

W'l' regard to Agriculture quite a lot can be done. Ye have only to look up the recent correspondence on the Rice question to realise the fact that we have to depend on the importation of that important cereal to adequately feed our native population. The

Territory on the other side of the water is quite large and fertile enough to grow and supply us w'l' all the cereals and vegetables we may require. We are lagging behind the times for want of a little more elementary attention on the part of the Government. When the first colonists settled here our hills were barren. W'l' great wisdom and foresight, for obvious reasons, the Government set out to clothe these hills. This cost a lot of money, but the results have been successful and profitable in a variety of ways. What we want to do now is to turn our attention to the fallow land and make it productive also. There are lots of valleys and islands in and around Hongkong where rice and vegetables can be grown, where, with a little Government assistance and encouragement, two cabbages would grow where only one docken grew before. Preliminary to this, though, what we need is a Government Agricultural College with an Experimental Farm as a side line, where farmers could be trained and shown the way to intensive agriculture. By means of such an establishment, new varieties of food could be introduced, sanitary and scientific methods of cultivation would increase the yield and, what's more forbye, enable the consumer to approach his meals without the customary shudder. What the Royal Agricultural Society has done for Scotland such an Institution can do for South China, mind I'm telling ye.

W'l' regard to Communications, I confess that's my weak suit. It would be painting the lily for me to attempt to describe the benefits of good communications. It was General Wade's good road-making in the Highlands of Scotland that put the lid on the lawless reiving Highlander and was the primary means of his becoming the more or less civilised man he is to-day. Now, sir, my knowledge of communications is purely domestic—principally confined to ways and means, so to speak. Man, the communications Janet has sent me the last six months have added to my grey hairs and made me an old man before my time. Aye, eggs at 4/6 the dozen and bacon 2/6 the lb. has the German war atrocities looking like mother's milk alongside *aqua fortis*. It's terrible. I see your lady didn't manage to get a passage out w'l' ye. Man, they tell me there's been a great rush out East. Well, I'm vexed about that only way, for a man's never the same when his wife's no w'l' him. As I was telling Macpherson the other day—but what's the odds. As I've said before, ye can aye tell a Highlandman, but ye can never tell him much.

About this Constitutional Reform business, ye want to go dead slow. If Propaganda has taught us anything at all, it has taught us to call for the salt nowadays when we read of anybody advocating anything. I see that one of our papers is *defending* it to-day. A popular movement that needs *defending* isna' worth a curse onyhow. It's true that at one time we got hot under the collar at the mere mention of the Official Majority; it's equally true that while still worked up w'l' false sentiment over the return of the Germans to this Colony we sided and abetted a truculent minority to pass certain proposals w'l' regard to Constitutional Reform, but mind ye, it's also true that since then, Hongkong folks have slowly but surely got a grip of the fundamentals and have discovered that a certain mild stupidity and dilatoriness on the part of the Government is preferable to the problematical axe-grinding that might go on if we gave the power of the Unofficial vote to representatives of the smaller vested interests. The gentleman that framed that Address of Welcome, which was read to you yesterday killed Constitutional Reform stone dead when he introduced it "*lastly*," and when he said that Public Opinion was divided on this question. Give us a little time and we will hand out justice to the muddlers and meddlers who were posing yesterday as our political saviours. A movement which had its genesis in spite could never hope to prosper. W'l' its originators it wasna' so much contempt of court as it was contempt of judge—but I forgot, you've already seen our old Governor. He would put ye wise to that. The Colony to-day thinks more kindly of Sir Henry May than it did a year ago, mind I'm telling ye. In concluding, I would commend to ye old Gimajeff's advice to the chief priests of the temple, when they were enquiring the cause of Peter's fall: "And now I say unto you, refrain from these men, and let them alone; for if this counsel ye will not hearken, it will come to naught."

Yours faithfully,
ROBBIE MACPHERSON.

NOTICE

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CRICKET.

UNIVERSITY v. INDIAN R.C.

The following will represent the I.R.C. in the League match against the University, on the latter's ground, to-morrow at 2.15 p.m. sharp:—A. H. Rumjahn, A. A. Rumjahn, A. el Arculli, S. A. Ismail, S. D. Ismail, S. H. Ismail, G. C. Earde, M. H. Har- team, G. Partabrai, R. Nazarin and D. Rumjahn. Reserve:— E. Moosheer.

GOLF.

The following is the result of the cup presented by "A grateful temporary member," played at Fanling on Sunday, 28th September:—
Lieut. Comdr. Kilgour, all square—Winner.
R. M. Smith 1 down.
H. West 1 ..
K. de C. Longmire 3 ..
Dr. Lindsay Woods 3 ..
A. E. Crapnell 4 ..
R. L. Moncrieff 6 ..

SUBVERSION'S END.

THE SOONER THE BETTER.

Still must I hear the views of those concerned, In spreading doctrine fittest to be spurned? Even in "Cold Blood", says "Passion" at its side, They preach a theme, true Britons can't abide, Groping their way, amid the darkest gloom, Seeking Support for Labour's latest boom: Citing that Vicar, erstwhile known to Bray, As a Philosopher of credit any day, He who in "pudding time" turned "cat-in-pan", Yet had before hailed James as just the man; Who sent his "Conscience" to a distant goal, And scourged "Obedience" with a Jester's rail, What can one think of those who would maintain A doctrine framed to bring our Nation pain, And by Coercion, based upon no wrong, Turn Britain's glory to a worthless song, Sung by a hireling crew in gory red, Who'd let their children starve while they were fed, Who prate about the Bourgeoisie's downfall, And claim to see the "writing on the wall"? Yes, it is there—"tis writ in terms of Doom For those who seek a Bolshevistic Boom; "Mene" the once, and "Mene" once again, "Tekel Upharsin"—Watch them fly again, When once the Lion's roused himself from sleep! Then shall ye see the plotters slyly creep From off the stage, while the Public glare Throws their foul plots in the full Lighthouse flare, How can a man of Conscience unbefret Strive to uphold a Constitution's theft? How can a man claim "Right" is ever "Wrong," E'en though he'd canonise "the Vicar" of the Song? Perchance like Henry VIII—of Tudor's line—He'd hold the murder of one's wife no crime, If by a Bill her life were deemed "attaint," And, if the contrary were urged would faint, Perhaps he thinks "the faithful Commons" might By Act of Parliament turn Heaven to Hell to-night, And, when waylaid to answer in their turn, Plead in defence, their living they'd to earn, He who would "trim" is of a metal base, Nor need we fear that Britain's noble race Will hesitate to scorn the coward's lot, And cleanse their house of that which is its blot, "Peaceful persuaders"—Yes methinks they are! But, can the Blind lead Blindmen very far? Shall they not both fall in Disaster's ditch? There let them lie, befouled with their own pitch, Then will Britannia, freed from poison's vice, Prosper, and find her level in a trice, Then will her land be happy once again, And health and wealth embrace her in their train, When once "the Fire is lighted," 'twill consume All who would try to lead her to her doom, Not thus did those who plotted this foul plot Think that such doom would fall to their own lot, "Wait," says the Critic, "Wait, and see the end," Mark well the words—The Cause he would defend Is beaten ere round one has reached its close; Watch how the plotters fear to face the blows, Which honest Britain's Newspapers are dealing; See how they send the blatant plotters reeling, Soon "Honest Action" "Direct ditto'll" trounce Them "down and out" the Referee'll announce Hail we that Victor in the uncalled-for Strife, And wish Britannia's happiness long life!

J. SCOTT HARSTON,

Hongkong, 2nd October, 1919.

COMPANY REPORT

INDO-CHINA S. N. CO., LTD.

We are informed by Messrs. Jardine, Matheson and Co., Ltd., General Managers of the above Company, that after taking into account the payment of interim dividends made in May, last also the sum of £14,894.0.8 brought forward from 1917, and after providing for depreciation and all contingencies, there remains a balance for the year 1918 of £141,459 5s. 3d. It is proposed to pay the balance of dividend on Preferred Shares, namely 3/-, and a final dividend on Deferred Shares of £2.10s.0d. and to carry forward to next year's account the sum of £10,048.5s.3d. Income Tax will be deducted from all Dividend Warrants issued in London, but not those issued locally, which will be payable at exchange 4/24, which is yesterday's T.T. rate. The thirty-eighth annual general meeting of the Company will be held at the offices of the General Managers at noon on 17th October.

THIS 14 MONTHS BABY

HAS ELEVEN TEETH WEIGHS TWENTY-SEVEN POUNDS AND RUNS AROUND.

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Mrs. William Brigham, of 153 Corning Avenue, Syracuse, U.S.A., writes:—"Baby's Own Tablets are just what they are recommended to be. I have found them very helpful in cases of indigestion. They are also an excellent quieting remedy. They are the only medicine our baby has ever had. He is now fourteen months old, has eleven teeth, weighs twenty-seven pounds and runs all over. I take pleasure in recommending Baby's Own Tablets."

The Canadian children's remedy, Baby's Own Tablets, is guaranteed to contain no opiates, narcotics, or other injurious drugs, and to be equally safe and helpful to the youngest infant as to the child of six years or more. The Tablets are pleasant tasting and gently regulate the stomach and bowels. They are a remedy for colic, indigestion, constipation, simple fever, diarrhoea and worms; make teething easy, promote healthy appetite, restful sleep and regular development.

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NOTICES.

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PYJAMAS.

SOCKS.

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SWEATERS.

DRESS WEAR.

GLYN'S HATS

IN ALL THE NEWEST MATERIALS AND
SMARTEST SHAPES.

-- AUTUMN SUITINGS. --

STYLE & FIT EXCLUSIVE—CLOTHS GUARANTEED.

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SYMPHONY RECORDS
VIOL IN SOLOS

49447. ROMANCE (WIENIAWSKI) SEIDEL

49454. HUMORESKE (DVORAK) "

77899. TRAUMEREI (SCHUMANN) "

78138. ORIENTALE (CUI) "

THE ANDERSON MUSIC CO., LTD.

(THE COLUMBIA SHOP.)

16, DES VOEUX ROAD.

TEL. 1322.

WHISKY AT REDUCED PRICES

From 1st October, 1919.

	Per Case in Bond.	Per bottle duty paid.
SPECIAL LIQUEUR	\$20	\$2.40
JOHNNIE WALKER (Red Label)	\$22	\$2.55
V.O.S. (Parliament Blend)	\$25	\$2.80

SOLE AGENTS.

CALDBECK, MACGREGOR & CO.

15, Queen's Road Central.

(Telephone No. 78).

SKANDIA

GERIN, DREVARD & CO.
4th Floor, Hotel Mansions, Tel. 114.
and at Canton.

MARINE ENGINES

WHAT YOU WANT SOMEONE HAS—

ADVERTISE IT

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THE HONGKONG TELEGRAPH

THE MOST POPULAR LOCAL NEWSPAPER WITH A

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PER INSERTION

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Try a small advertisement under WANTED, TO LET, LOST, FOUND or FOR SALE. You will be astonished at the number of enquiries you will receive.

SMALL ADVERTISEMENT ORDER FORM.

Please publish the above advertisement.....times,

for which I enclose.....

Name and Address:

HOUSE FLIES.

ARE THEY HEAT VICTIMS?

"Is the present shortage of flies due to recent campaigns of extermination?" a representative of the *Daily Chronicle* asked a leading authority on the subject, Major Ernest E. Austin, entomological assistant at the Natural History Museum on August 20. "Within my experience," answered the scientist, "house flies are less numerous this year than usual, but conditions leading to their multiplication are necessarily local, and our observations may have only local significance. However, if there is a general diminution in numbers that is good news, for the more we know about the house fly the more are we strengthened in the belief that, while actively harmful as a disseminator of disease, he serves no useful

purpose, except as a danger signal."

"You don't think this heat wave has kept down the fly population?" "Intense heat does act in that way," replied Major Austin. "We found it so on banks of the Suez Canal. But the present degree of heat would, I imagine, have no such effect."

"As to germ-transference by house-flies, there was no doubt that the serious spread of dysentery at Gallipoli and Mudros in 1915 was to be explained in that way. Then, too, at Alexandria, fly deposits have recently, on microscopical examination, been found to contain—

(1) Germs of the bilharzia disease (which, prevalent to-day, also existed, as mummy remains show, among ancient Egyptians). (2) A parasite that causes diarrhoea. (3) Eggs of the hook-worm (miners' disease), and

(4) Eggs of several species of tapeworm.

"Many reports have been made to me by persons suffering from a great invasion of flies in, usually, one room of the house. In not a single instance have I found that the culprits are house-flies. Therefore the intruders need not be regarded as a source of danger."

"Would not kindred flies act as

disease carriers?" "Yes, but they are not attracted by human food. The house-fly is a peril because he is for ever visiting the milk-jug, the jam-dish, and the plate of ham. With regard to the possibilities of multiplication, I recently secured data. In a few ounces of manure I counted 3,226 larvae of the house-fly. Therefore the public must be very careful concerning heaps of fermenting and decaying matter. One fly will lay from 500 to 900 eggs, and often the eggs hatch eight hours after they are laid."

SHIPPING.

P. & O.-BRITISH INDIA

AND APCAR LINES

(COMPANIES incorporated in ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN
GULF, AUSTRALASIA, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA,
RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR
LONDON via SINGAPORE, COLOMBO,
PORT SAID & MARSEILLES.

S.S.	leave Hong- kong about	Due Marseilles about	Due London about
PRINZESSIN KHIVA	21st Oct. 1st Nov.	22nd Nov. 3rd Dec.	1st Dec. 12th Dec.

FOR SINGAPORE, COLOMBO & BOMBAY.

DILWARA 6th Oct. noon. due Bombay about 25th Oct.

FOR CALCUTTA via SINGAPORE, PENANG & RANGOON.

THONGWA 4th Oct. 1 p.m. due Calcutta about 25th Oct.

FOR SHANGHAI, MOJI, KOBE & YOKOHAMA.

GREGORY A. leave Hongkong about 17th Oct. Due Kobe about 26th Oct.

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.
Agents.
22, Des Voeux Road Central.

CP OS

SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (*Moji) Kobe & Yokohama)

FROM	DUE
STEAMERS. HONGKONG, VANCOUVER.	
Empress of Russia	Oct. 30 Nov. 17
Empress of Japan	Nov. 5 Nov. 26
Empress of Asia	Nov. 27 Dec. 15
Monteagle	Dec. 19 Jan. 12
Empress of Russia	Dec. 25 Jan. 12
Empress of Japan	Dec. 31 Jan. 21
Empress of Asia	Jan. 22 Feb. 9

Passage Rates Hongkong to United Kingdom.
Express of Russia 1500 Tons Reg. 1500 Tons Reg. 1500 Tons Reg.
Express of Japan 600 Tons Reg. 600 Tons Reg. 600 Tons Reg.
Express of Asia 1500 Tons Reg. 1500 Tons Reg. 1500 Tons Reg.
Monteagle 1500 Tons Reg. 1500 Tons Reg. 1500 Tons Reg.
Fares subject to change without notice.

For particulars regarding
passage rates, sailing and reser-
vation of accommodation, also
insurance and description of ser-
vice apply to
P. D. SUTHERLAND,
General Agent,
Phone 752. PASSENGER DEPT. Phone 42. GENERAL AGENT
HONGKONG.

CANADIAN PACIFIC
OCEAN SERVICESPACIFIC MAIL S.S. CO.
U. S. MAIL LINE.

Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA."
Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.
THE SUNSHINE BELT.
The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

S.S. "ECUADOR"	8th October.
S.S. "COLOMBIA"	5th November.
S.S. "VENEZUELA"	2nd December.

These steamers have the most modern equipment including over-
head electric fans and electric lighting ALL LOWER BERTHS &
Large Comfortable Staterooms (all single and two berths only.)

The Safety and Comfort of Passengers is our First Consideration. Special
care is given to the cabin, and the attendance on passengers cannot be surpassed.
Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian
Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc.,

Apply to—

Company's Office in

Telephone No. 141. ALEXANDRA BUILDING, Chater Road.

BANKER & CO.

WEST RIVER PASSENGER SERVICE.

The M. S. "KONG MING" (Captain Wilks), will leave
the Young Tai Hing Wharf (Connaught Road West)
for Wuchow via West River Ports.

This vessel has excellent European accommodation for first
class passengers, and was built expressly for the West River
trade, being fitted with electric light and fans and is complete
with every modern convenience.

An excellent table is provided.
Owing to the lack of hotel accommodation in Wuchow,
passengers taking the round trip will be allowed to remain on
board the vessel without extra charge.

For freight and passage apply to

BANKER & CO.

1st Floor Hotel Mansions

Messrs. Thomas Cooks & Sons

Passenger Agents.

SHIPPING.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern
Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU Tuesday, 14th Oct. at 11 a.m.

SUWA MARU (Omitting Manila) Saturday, 1st Nov. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez,
Port Said & Marseilles.

ATSUTA MARU (Calling Malacca) Saturday, 4th Oct. at Noon.

SHIDZUKA MARU Friday, 17th Oct. at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

NIKKO MARU Wednesday, 22nd Oct. at 11 a.m.

AKI MARU Wednesday, 19th Nov. at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Murooran, San
Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

SHINYU MARU Tuesday, 21st Oct.

TENSEN MARU End of October.

CALCUTTA & RANGOON via Singapore & Penang.

TSURUGA MARU Saturday, 4th Oct.

KANAGAWA MARU End of October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Saturday, 18th Oct. at 11 a.m.

TANGO MARU Saturday, 22nd Nov. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

HOSEI MARU (Omitting Shanghai) Friday, 3rd Oct.

EXTRA SERVICES—(Marseilles, L'pool, Antwerp, Rotterdam etc.)

WAKASA MARU (London, Antwerp & Rotterdam) Thur. 9th Oct.

AKITA MARU Thursday, 9th Oct.

NAGATO MARU (Omitting Shanghai) Saturday, 11th Oct.

TAMBA MARU Sunday, 19th Oct. at 11 a.m.

DELACOA MARU Middle of October.

* (London, Antwerp & Rotterdam)

TOYOOKA MARU (Marseilles & Liverpool) End of Oct

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers.	From Hongkong.
TERUYO MARU	3rd Oct. "Omitting call at Shanghai."
SIBERIA MARU	10th Oct. "from Yokohama."
SHINYU MARU	25th Oct. "Omitting call at Shanghai."
PERSIA MARU	10th Nov.
KOREA MARU	14th Nov.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, SALINO CRUZ,
BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers. Leave Hongkong. 4th Nov.

SEIYO MARU

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific
Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

T. DAIGO, Manager.

KING'S BUILDING.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

Oct. 31st, 1919. Oct. 11th, 1919. Nov. 22nd, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street. Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For Steamer Sailing

LONDON & ANTWERP

For particulars of sailings shippers are requested to approach
he undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents,

Hongkong, 10, Ayr. 1917.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—1841.

HEAD OFFICE—65 BROADWAY, NEW YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.00.

LONDON OFFICES—84, QUEEN STREET, E. C.

6, Haymarket, S. W.

11, Elmhurst Street, S. W.

Branches & Agencies—throughout the world.

General Banking and Foreign Exchange.

We maintain Foreign Trade and Travel Bureaux.

American Business a Specialty.

SHIPPING NEWS.

HANKOW GODOWN FIRE.

On September 20, one of the
China Steam Navigation Co.'s
godowns at Hankow, situated out-
side the British Concession,
caught fire and was burnt out.
The godown contained general
cargo, and the amount of damage
done was heavy.

TIENTSIN SHIPPING.

During the quarter ended in
March 1919, the total number and
tonnage of vessels which entered
and cleared at Tientsin was 183
vessels of 190,044 tons, showing,
when compared with the March
quarter in 1918, an increase of 16
vessels and 3,258 tons. The per-
centages of the various flags were
45.1 per cent. Japanese; 27.3 per
cent. British; 22.2 per cent.
Chinese; 4.8 per cent. Dutch and
0.6 per cent. Russian.

C.P.O.S. TONNAGE.

At the outbreak of the war the
Canadian Pacific Ocean Services,
Ltd., had in commission in the
Atlantic and Pacific services 38
steamships, with an aggregate
gross tonnage of 342,000 tons.
Since August, 1914, the construc-
tion of four steamships, previously
authorised, having a gross tonnage
of 54,000 tons, has been completed,
and 12 steamships of 69,000 tons
gross have been purchased within
the same period. During the war
15 steamships were lost by enemy
action or through accidents at
sea, and nine have been sold to
the British Government after
having been requisitioned.

CHINA COAST GAZETTE.

Captain J. Legge, of the
Ichang, is on reserve. Captain
J. S. De Wolf from reserve, has
gone master, Ichang. M. L. J.
Fugler, second officer, Yingchow,
has gone second officer, Chihli.
Mr. E. H. Histed, second officer,
Kiukiang, has gone second officer,
Yingchow. Mr. T. E. O'Connor,
from reserve, has gone second
officer, Kiukiang. Mr. R. W.
Fainley from reserve, has gone
chief officer, Shantung. Mr. S.
Vaughan, third engineer, Sun-
ning, is on reserve. Mr. T. M.
Love, from reserve, has gone
third engineer, Sunning. Mr.
H. Stansfield, third engineer,
Chekiang, is on leave. Mr. H.
Mackey, from reserve, has gone
third engineer, Chekiang. Mr.
A. Buchanan, from reserve, has
gone chief engineer, Chihli.
Mr. W. G. Ramsey, chief
engineer, Chihli, is on re-
serve. Mr. J. M. Hut-
chinson, second engineer, Ying-
chow, is on reserve. Captain L.
McConnell Hussey, of the Kwai-
sang, is on leave. Captain T. M.
Meyrick, from reserve, has gone
master, Kingsang. Captain W.
P. Baker, of the Kingsang, has
gone master, Choyhsang. Mr. W.
Brewer, acting master, Choyhsang,
has gone chief officer, same ship.
Mr. J. Powell, acting chief officer,
Choyhsang, has gone second officer,
same ship. Mr. K. D. Noble,
second officer, Choyhsang, is on
reserve. Captain T. Grant, of the
Kwaisang, is on leave. Mr. E.
Warland has been appointed
superintending second officer,
Laisang. Mr. R. Radcliffe, second
officer, Laisang, has gone second
officer, Taisang. Captain H.
Fletcher, of the Yangtze-kiang,
has resigned. Captain J. M.
Anderson has been appointed mas-
ter, Yangtze-kiang. Mr. A. D. Hop-
kirk, chief officer, Innamincka,
has resigned. Mr. T. Brown,
second officer, Innamincka, has
gone chief officer, same ship.
Captain J. Thomson has been
appointed master, Chefoo. Mr.
W. L. Jobson has been appointed
chief officer, Chefoo. Captain J.
Foyn, of the Chefoo, has
resigned. Mr. H. B. Enders,
chief officer, Chefoo, has
resigned. Mr. J. Thomson,
acting second officer, Hailhong,
is on reserve. Mr. W. Robillard,
second officer, Telemachus, is
on reserve. Mr. J. W. Scott,
chief officer, Chuenchow, is on
reserve. Mr. A. Gillan has been
appointed chief officer, Chuen-
chow. Mr. H. Cornwell, chief
officer, Kwongtung, has gone
master, same ship. Mr. F.
Wittams has been appointed chief
officer, Kwongtung. Captain J.
Acock, of the Kwongtai, is on re-
serve. Mr. C. Hansen, chief officer
Kwongtai, is on reserve. Mr. E.
Midgley has been appointed chief
officer, Kwongtai. Mr. P. C.
Hutchence, second officer, Phen-
penh, has gone chief officer,
Phranang. Mr. J. Walsh has
been appointed second officer,
Phranang. Mr. E. W. Lawson,
chief officer, Phranang, has
gone chief officer, Amhorst.
Mr. A. J. Keinin, chief
officer, Rotorua, has gone
chief officer, Shinning. Mr. S.
Frandsen, chief officer, Shinning,
has gone master, Weishun. Mr.
T. Obernicoff has been appointed
chief officer, Rotorua. Mr. G. H.
Mayne, chief officer, Shinning, has
gone chief officer, Hwatah. Mr.
N. E. Hansen, chief officer,
Hwatah, has gone second officer,
Hwatah. Shipping and Eng-
ineering.

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI & TSINGTAO	Yingchow	4th Oct. at 4 p.m.
SWATOW & BANGKOK	Kanchow	7th Oct. at 10 a.m.
SHANGHAI	Shantung	7th Oct. at noon
SHANGHAI	Sunning	8th Oct. at noon
H'HOW, PHOI & PHONG KAIKONG	Kailong	10th Oct. at 10 a.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation amidships. Electric Light and
Fans in Saloon and State-rooms. Regular schedule service between
Canton, Hongkong and Shanghai (three weekly) and Tientsin
weekly, taking Cargo on through Bills of Lading to all Yangtze
and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.

BANKOK LINE.—Weekly service to and from Bangkok via
Swatow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong Oct. 3, 1919.

Agents.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA AND JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjisondari	—	in port	3rd Oct.	Java
Tjibodas	Japan	13th Oct.	15th Oct.	Java
Tjimanok	Java	17th Oct.	28th Oct.	Java
Tjikini	Java	26th Oct.	3rd Nov.	Shanghai
Tjilivong	Java	30th Oct.	6th Nov.	Japan

"The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken at
through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Building.

Telephone No. 1574.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers. Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Quinnebaug	Medina	FRI., 3rd Oct. at 1 p.m.
Hailong	J. W. Evans	TUES., 7th Oct. at 1 p.m.
Haitan	A. H. Stewart	FRI., 10th Oct. at 1 p.m.

* Calling at Swatow Passengers only.

Arrivals and Departures from the Company's Wharf (near
Blake Pier).

For Freight and Passage, apply to

Douglas Laprak & Co.,

General Managers.

INDO-CHINA STEAM
NAVIGATION CO., LTD.

Projected Sailings from Hongkong, (Subject to Alteration).

For	Steamship	On
DALNY & Newchwang	Loksang	Tues., 7th Oct. at d'light.
STRAITS & Calcutta	Chaksang	Tues., 7th Oct. at 3 p.m.
KOBE	Yatsung	Thur., 9th Oct. at 5 p.m.
MANILA	Yuesang	Fri., 10th Oct. at 3 p.m.
STRAITS & Calcutta	Laisang	Tues., 14th Oct. at 3 p.m.
KOBE	Fooksang	Fri., 17th Oct. at d'light.

CALCUTTA LINE.—The line has now been re-organized and fortnightly sailings to Calcutta
via Singapore and Penang.
Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally
calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and
Fans and carry a fully qualified Surgeon.
SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes
calling at Swatow. Steamers on this line have a limited amount of passenger accom-
modation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai.
Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels, with good passenger accom-
modation, sailings from both ports every Friday.
HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong and
undermining other.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer leaving up to
date according to the season.
Cargo taken on through Bills of Lading for Kait, Jesselton, Labuan, Ternau and Lahad Datu
TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin
calling at Waikei and Chefoo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settle-
ment, are required to produce on arrival at destination passports
with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.REGULAR SAILINGS OF MAIL STEAMERS FROM
HONGKONG TO AUSTRALIAN PORTS.

Steamers.	For	Date of arrival	Date and Time of departure
"ST. ALBANS"	Melbourne, via Queens- land Ports	7th Oct.	Early Nov.

The above steamers have excellent accommodation for First and Second Saloon
Passengers, having been built expressly for Tropical Voyages, and are complete with
every modern convenience for Ocean Travelling.
A duly qualified Surgeon and Stewardess are carried on each vessel.
For Passage Rates and Further Particulars Apply To:

GIBB, LIVINGSTON & CO.

SHIPPING.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.
 "CELEBS MARU" ... Thursday, 30th Oct.
 "ALPS MARU" ... End of November.

GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.
 "SEATTLE MARU" ... Middle of November.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.
 "SIAM MARU" ... Saturday, 4th Oct.
 "NANKING MARU" ... Friday, 10th Oct.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.
 "UNNAN MARU" ... Friday, 3rd Oct.

SYDNEY & MELBOURNE—Monthly service calling at AUCLAND, N. Z. and ADELAIDE.
 "LUZON MARU" ... Beginning Oct.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.
 "CHICAGO MARU" ... Friday, 3rd Oct.
 "MANILA MARU" ... Wednesday, 15th Oct.

KEELUNG & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAIJO MARU" ... Sunday, 5th Oct.
TAKAO via SWATOW & AMOY.
 "SOSHU MARU" ... Thursday, 9th Oct.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.
 For sailing dates and further particulars please apply to—
 Y. YASUDA, Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.
(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SODECAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU.

CHEIAN MARU.

REGULAR SERVICE FOR

FREIGHT BETWEEN

HONGKONG,

BANGKOK

and/or

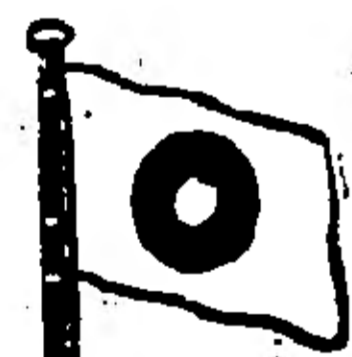
SINGAPORE.

For Particulars Please Apply to:—

M. KOBAYASHI, Agent.

Tel. No. 149 & 155.

Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

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Taking Cargo on through Bills of Lading to Pacific Coast Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,

M. HASHIMOTO,

General Agents.

Telephone No. 2108.

THE ADMIRAL LINE.
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe.)

"IONIAN" ... About October 22nd.
 "SEATTLE SPIRIT" ... October 15th.
 "WHEATLAND" ... November 1st.
 "ENDICOTT" ... November 30th.
 "CREVECOEUR" ... December 20th.

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

"HARTLAND" ... November 14th.
 "BISMARCK" ... November 30th.
 "MONTAGUE" ... December 15th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone No. 2477 & 2478

5th Floor, Hotel Mansions.

SHIPPING.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMER SAILING DATE.
 "BESSIE DOLLAR" ... about 10th Oct.
 "GRACE DOLLAR" ... 1st half Dec.

FOR SAN FRANCISCO U.S.S. B.B.

"WEST HEPBURN" ... about Middle Oct.
 Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

792.

Lloyd Triestino

S.S. "NIPPON"

For Singapore, Colombo, Port Said and Trieste.
 about end November.

First class passenger accommodation—single and double berth cabins also cabins with 3 berths at reduced rates.

For further particulars apply to

DODWELL & CO., LTD.

Agents.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"Eurymedon" ... via Panama 16th Oct.
 "Eurybatos" ... via Panama 7th Nov.
 "Eurylochos" ... via Panama 20th Nov.
 "City of Newcastle" ... via Suez 30th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO CANTON.

JAVA PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

Monthly Service between

NETH. INDIA, MANILA, HONGKONG & SAN FRANCISCO.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For particulars of Freight and Passage apply to the

Java-China-Japan Lijn.

General Managers,

Telephone No. 1574.

York Buildings.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched on the 4th Oct., at 3 p.m. to:—

Singapore, Penang and Belawan Dell.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LIJN,

Telephone No. 1574.

Agents.

CONSIGNEES.

NIPPON YUEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE AND STRAITS.

THE Company's Steamship

"YOKOHAMA MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong, and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 8th October, 1919, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 1st October, 1919.

PACIFIC MAIL S.S. CO., LTD.

NOTICE TO CONSIGNEES.

S. S. "ARCHER."

From SAN FRANCISCO & MANILA.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the hazardous and/or extra hazardous godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on October 7th at 10 a.m., and October 20th at 10 a.m.

All claims must be presented within a month of the steamer's arrival here, after which they cannot be recognised.

No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after October 9th, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.

As Operators, U.S. Shipping Board.

Hongkong, 2nd October, 1919.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. TAMBA M. (European Line.) left London for this port via the Suez Canal on the 9th Sept., and is expected here on the 18th Oct.

The American and Manchurian Line s.s. CITY OF FLORENCE is due to arrive here about 5th October.

The American & Manchurian Line s.s. CITY OF NEWCASTLE is due to arrive here about 10th November.

The American & Oriental Line s.s. MINERIO is due to arrive here about 5th October.

The R. M. S. MONTEAGLE left Vancouver for Hongkong, via Japan ports and Shanghai on the 17th Sept. and is due here on or about the 13th Oct.

The s.s. METHVEN arrived at Yokohama on 20th Sept., and is due at Vancouver, on 6th Oct.

The N. Y. K. s.s. SHINGO M. (Bombay Line.) left Bombay for this port via Singapore on the 24th Sept., and is expected here on the 14th October.

The N. Y. K. s.s. AKI MARU (Australian Line.) left Sydney for this port on the 26th Sept., and is expected here on the 17th Oct.

The N. Y. K. s.s. TSURUGA MARU (Calcutta Line.) left Moji for this port on the 28th Sept., and is expected here on the 3rd Oct.

The N. Y. K. s.s. MISHIMA M. (European Line.) left London for this port via the Suez Canal on the 28th Sept., and is expected here on the 4th November.

The N. Y. K. s.s. TOSAN M. (Calcutta Line.) left Calcutta for this port via Singapore on the 29th Sept., and is expected here on the 20th Oct.

The N. Y. K. s.s. TOTOMI M. (Bombay Line.) left Bombay for this port via Singapore on the 28th Sept., and is expected here on the 17th Oct.

The N. Y. K. s.s. NAGATO M. (New York Line.) left Singapore for this port via Manila on the 30th Sept., and is expected here on the 11th Oct.

The N. Y. K. s.s. KATORI M. (American Line.) left Shanghai for this port on the 30th Sept., and is expected here on the 3rd Oct.

The N. Y. K. s.s. ATSUTA M. (European Line.) left Shanghai for this port on the 30th Sept., and is expected here on the 3rd Oct.

The N. Y. K. s.s. AKITA M. (Calcutta Line.) left Singapore for this port on the 1st Oct., and is expected here on the 8th Oct.

The P. & O. s.s. DILWARA left Shanghai for this Port on the 1st instant, at noon, with the homeward English Mails, and is due here on the 4th instant at about noon.

The Pacific Mail S.S. Co. is in receipt of cable advice from its Manila Office to the effect that the s.s. ECUADOR sailed from that Port on Wednesday midnight, and that she will arrive at this Port on Saturday, October 4th, at daylight.

VESSELS LOADING.

EUROPE, U.S.A. ETC.

Vessel	Destination	Date
Tanyo M.	T. K. K.	Oct. 3
Chicago M.	O. S. K.	Oct. 3
Aisuta M.	N. Y. K.	Oct. 4
Ecuador	P. M. S.	Oct. 8
Wakasa M.	N. Y. K.	Oct. 9
Akita M.	N. Y. K.	Oct. 9
Bessie Dollar R. D.		Oct. 10
Siberia M.	T. K. K.	Oct. 10
Nile	C. M.	Oct. 11
Nagato M.	N. Y. K.	Oct. 11
Katori M.	N. Y. K.	Oct. 14
Manila M.	O. S. K.	Oct. 15
Eurymedon B. & S.		Oct. 16
Shidzuoka M.	N. Y. K.	Oct. 17
Tamba M.	N. Y. K.	Oct. 19
Princessin	P. & O.	Oct. 21
Iconium	A. L.	Oct. 22
Seattle Spirit A. L.		Oct. 25
Shinyo M.	T. K. K.	Oct. 28
Celebes M.	O. S. K.	Oct. 30
E. of Russia C. P. O. S.		Oct. 30
Nanking	C. M. S.	Oct. 31
Luzon M.	O. S. K.	B. of Oct.
Toyooka M.	N. Y. K.	E. of Oct.
Wheatland	A. L.	Nov. 1
Khiva	P. & O.	Nov. 1
Suwa M.	N. Y. K.	Nov. 1
Colombia	P. M. S.	Nov. 4
Seiyu M.	T. K. K.	Nov. 5
E. of Japan	C. P. O. S.	Nov. 5
Fersia M.	T. K. K.	Nov. 10
Korea M.	T. K. K.	Nov. 10
Hartland	A. L.	Nov. 14
West Munham A. L.		Nov. 16
Aki M.	N. Y. K.	Nov. 19
China	C. M.	Nov. 22
E. of Asia C. P. O. S.		Nov. 27
Endicott	A. L.	Nov. 30
C. of Newcastle B. & S.		Nov. 30
Nishmaha	A. L.	Nov. 30
Seattle M.	O. S. K.	Nov. 30
St. Albans	E. & A.	Nov. 30
Alps M.	O. S. K.	E. of Nov.
Montague	A. L.	Dec. 15
Montague	C. P. O. S.	Dec. 19
Crevecoeur	A. L.	Dec. 20
Grace Dollar R. S.		1st half Dec.

JAPAN, COAST PORTS, ETC.

Vessel	Destination	Date
Unnan M.	O. S. K.	Oct. 3
Hosei M.	N. Y. K.	Oct. 3
Loongsang	J. M. Co.	Oct. 3
Quinnabaug	D. L. Co.	Oct. 3
Chipsing	J. M. Co.	Oct. 3
Choyang	J. M. Co.	Oct. 3
Tisoniari	J. C. J. L.	Oct. 3
Takelang	J. M. Co.	Oct. 3
Siam Maru	O. S. K.	Oct. 4
Tsuruga	N. Y. K.	Oct. 4
Thongwa	P. & O.	Oct. 4
Van Waerwyck J. C. J. L.		Oct. 4
Yingchow	B. & S.	Oct. 4
Kaijo M.	O. S. K.	Oct. 5
Dilwara	P. & O.	Oct. 6
Hailong	D. L. Co.	Oct. 7
Lokang	J. M. Co.	Oct. 7
Kanchow	B. & S.	Oct. 7
Shantung	B. & S.	Oct. 7
Yatsing	J. M. Co.	Oct. 9
Soshu M.	O. S. K.	Oct. 9
Sunning	B. & S.	Oct. 9
Nanking M.	O. S. K.	Oct. 10
Yuenyang	J. M. Co.	Oct. 10
Haitan	D. L. Co.	Oct. 10
Kaifong	B. & S.	Oct. 10
Laisang	J. M. Co.	Oct. 14
Tjibodas	J. C. J. L.	Oct. 15
Chaksang	J. M. Co.	Oct. 17
Fooksang	J. M. Co.	Oct. 17
Gregory A.	P. & O.	Oct. 17
Aki M.	N. Y. K.	Oct. 18
Shinyu M.	N. Y. K.	Oct. 21
Tjmanoeck	J. C. J. L.	Oct. 28
Tenshin M.	N. Y. K.	E. of Oct.
Konagawa M.	N. Y. K.	E. of Oct.
Tjikini	J. C. J. L.	Nov. 3
Tjiuwong	J. C. J. L.	Nov. 6
Tango M.	N. Y. K.	Nov. 22

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used At: A.B.C. Fifth Edition: Engineering, First and Second Edition: Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

[All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.,

HEAD OFFICE: KOWLOON, Telephone No. 55.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—				
NAME OF DOCK OR SLIP	LENGTH OF DOCK OR SLIP	DEPTH OF DOCK OR SLIP	WATER LEVEL AT LOW TIDE	WATER LEVEL AT HIGH TIDE
KOWLOON				
No. 1 Dock, Kowloon	200'	12'	12'	12'
No. 2 Dock, Kowloon	200'	12'	12'	12'
No. 3 Dock, Kowloon	200'	12'	12'	12'
No. 4 Dock, Kowloon	200'	12'	12'	12'
No. 5 Dock, Kowloon	200'	12'	12'	12'
BAKLOE WING				
Slipway No. 1	200'	12'	12'	12'
Slipway No. 2	200'	12'	12'	12'
Slipway No. 3	200'	12'	12'	12'
Slipway No. 4	200'	12'	12'	12'
Slipway No. 5	200'	12'	12'	12'

NEW ADVERTISEMENTS.

J. ULLMANN & CO.,

SILVERWARE: FRENCH AND ENGLISH MANUFACTURED GOODS IN BEAUTIFUL QUALITY AND EXQUISITE DESIGNS.

CUT GLASS: BACCARAT'S BEST IN EXCELLENT TASTE.

PRESENTS: FOR WEDDINGS, BIRTH-DAYS, CHRISTENINGS ETC.

JEWELS: DIAMONDS AND A GREAT VARIETY OF OTHER PRECIOUS STONES.

J. ULLMANN & CO.

AMERICAN ASIATIC S.S. CO.

S.S. "SLAVIC PRINCE"

Will be despatched for New York via Suez Canal on or about 1st December.

For freight and further particulars, apply to

SHEWAN TOMES & CO.
Agents.

NOTICE.

ROYAL HONGKONG GOLF CLUB.

CHAMPIONSHIP 1919

FIRST ROUND, SUNDAY 5th OCTOBER.

The Tee will be reserved for players in this Competition from 9.15 a.m. till 10.22 a.m.

JUNIOR CHAMPIONSHIP 1919

The first round to be played by Sunday 12th October. Draw will be out later.

Hongkong, 2nd October, 1919.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY, the 9th. October 1919.

commencing at 2.30 p.m.
A Quantity of Valuable Household Furniture

Comprising—

Teak hatstand, tapestry covered drawing room suite, easy chairs, teak overmantels, blackwood desk, tables, teapots, flower stands, stools, chairs, engravings, ornaments, teak bookcases and desks, card tables, etc. etc.

Teak extension dining tables and chairs, teak sideboards, diners waggons, ice chest, dinner service, electric-plated ware, cutlery, glassware etc. etc.

Double brass mounted iron bedsteads, teak wardrobe with bevelled glass doors, teak dressing tables, washstands, chest of drawers, toilet crockery, etc. etc.

Also

Several Typewriters (Underwood, Oliver, Remington etc.) in good condition.

1 Bicycle
2 Electric ceiling fans
On view from Wednesday, the 8th inst.

Catalogue will be issued.
Terms: Cash on delivery.

Geo. P. LAMBERT
Auctioneer.

NOTICE.

HONGKONG LAWN BOWLS ASSOCIATION.

Interport Match Shanghai v. Hongkong will be played at Kowloon Bowling Green Club on Saturday 4th October 1919, commencing at 3.30 p.m.

Tickets for admission may be had on application to the Secretaries of the Bowling Club.

Hongkong, 3rd October, 1919.

NOTICE.

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE THIRTY-EIGHTH ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. Jardine Matheson & Co., Ltd. Des Voeux Road, Hongkong, on Friday 17th October at noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 11th October to the 31st October both days inclusive.

By Order of the Board,
JARDINE MATHESON & CO., LTD.
General Managers.

Hongkong, 2nd October, 1919.

NOTICE.

THE ROYAL HONGKONG YACHT CLUB.

The Yearly General Meeting of the above Club will be held at the Club House North Point on Friday the 10th October, 1919, at 5.30 p.m. and notice is hereby given that an Extraordinary General Meeting of the members of the Club will be held at the Club House on Friday the 10th October, 1919 at 5.45 p.m.

Business: As posted in the Club House.

R. E. MACDOUGALL,
Hon. Secretary.
Hongkong, 2nd October, 1919.

NOTICE.

All persons with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.
E. D. C. WOLFE,
C.S.P.
Hongkong, 5th September 1919.

NOTICE.

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE is hereby given that an Extraordinary General Meeting of Humphreys Estate and Finance Company, Limited will be held at the Hongkong Hotel on the 10th day of October 1919 at noon, when the subjoined resolution, which was passed at the Extraordinary General Meeting of the Company held on the 24th day of September, 1919, will be submitted for confirmation as a Special Resolution.

By order of the Board,
G. RAPP,
Secretary.

NOTICE.

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS
The Twenty-third Ordinary Annual Meeting of the Shareholders in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, on Saturday 11th day of October 1919 at 12.30 o'clock in the afternoon for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July 1919.

The Transfer Books of the Company will be closed from 1st to 11th October 1919 both days inclusive.

By Order
M. MANUK,
Secretary.
Hongkong, 22nd September, 1919.

NOTICE.

COMMERCIAL UNION ASSURANCE CO., LTD.

Mr. Edwin Lester Gilbert Arnold has been appointed Assistant-Manager for China of the above Company.

W. H. TRENCHARD DAVIS,
Manager for China.
Shanghai, 24th Sept., 1919.

VICTORIA RECREATION CLUB.

Annual Aquatic Sports will be held on Thursday, 2nd, Friday, 3rd, and Saturday, 4th October, 1919, commencing on the first two days at 4.30 p.m. and on SATURDAY at 3.30 p.m.

Admission:—Members, 50 cents each day or \$1.00 for three days.

Non-Members:—\$1.00 each day or \$2.00 for three days.

Ladies, 50 cents each day.

Soldiers and Sailors, 25 cents each day.

Band will be in attendance on Saturday and Refreshments for Ladies provided.

Principal Events—

440 Yards Club Championship,
220 Yards Club Championship,
100 Yards Club Championship,
100 Yards Ladies Championship,
2 Lengths Team Race open to any Unit, Corps or Club.

WATER POLO.

The other races open to Ladies, Girls, Boys and the Army and Navy all post entries. Full particulars given at the V.R.C.

R. H. B. WITCHELL,
Hon. Secretary.

G. R.

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W. H. TRENCHARD DAVIS,
Manager for China.
Shanghai, 24th Sept., 1919.

G. R.

NOTICE.

TECHNICAL INSTITUTE.

The institute will re-open on Monday, October 6th. Students will be enrolled at the Education Office, only, and should apply at once for entry forms.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY, the 6th Oct. 1919.

commencing at 10.30 a.m.

at No. 1 Saifée Terrace (Top Floor), Kowloon.

A Quantity of Valuable Household Furniture.

comprising—

Teak Sideboard, dinner wagon, dining table and chairs, Ice chest, Filter, Iron bedstead, Teak wardrobe with bevelled mirror, Dressing table, Sewing machine, Japanese Pictures, Electric Lamp, fan and fittings etc., etc.

On view on day of sale.
Catalogue will be issued.
Terms: Cash on delivery
Geo. P. LAMBERT,
Auctioneer.

WISEMAN LIMITED.

The Best Tiffin
in town To-day
is at

WISEMAN'S.

Usual Price
\$1.00

Punch ticket for
30 meals \$25.00.

WISEMAN LTD.

Tel. 407.

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 5 Des Voeux Road C.I.
Hankow Branch: Paooff Building.

FOR THE YEAR TO COME

Precaution is important in all things. This applies to your own finances. The best way of providing for the future, freely,

is by
OPENING A SAVINGS ACCOUNT WITH US.
\$1 to start.
SYSTEMATICALLY it will grow to THOUSANDS.

TIDE TABLE.

29th Sept. to 5th October, 1919.

Day	Month	High Water Mean Time	Low Water Mean Time
Mon	29	4.45	1.15
Tues	30	5.15	1.45
Wed	1	5.45	2.15
Thurs	2	6.15	2.45
Fri	3	6.45	3.15
Sat	4	7.15	3.45
Sun	5	7.45	4.15

m. morning, a. afternoon.

SAVED SIX LIVES IN ONE YEAR.

Mr. Bowles, a waterman of Reading, saved a boy from drowning in the Kennet recently. This is the sixth life he has saved in 12 months. He was not in the water until the boy had disappeared three times, but he then rushed to the spot and jumped into the water fully dressed. He landed the boy amid the cheers of the onlookers.

NOTICE.

MERCURY GARAGE CO.

MOTOR CARS FOR HIRE.

TELEPHONE 977.

KOWLOON NOTES.

The annual meeting of the Kowloon Cricket Club, always an interesting function, was duly held last Monday evening. Mr. R. E. Lindsell, Vice-President of the Club, occupied the Chair and carried out his onerous duties in a manner that could only be emulated by the absent President, Dr. Forsyth.

It is no light task to take the Chair at a meeting of the K.C.C. It is a case of cannons to the right of him, cannons to the left of him, and so on and so forth. However, Mr. Lindsell exhibited fine generalship when the barrage started, and he brought up his reserves, entrenched behind the Bar, in fine style, albeit one Scot remarked that the relieving forces seemed to be a long time coming.

One of the most interesting pieces of information the Chairman was able to impart was that Dr. Forsyth is improving in health and will be able to resume his duties in the Colony at a not far distant date.

It was satisfactory to note, also, that steps are to be taken to raise funds to erect a new pavilion. The K.C.C. has already become one of the most popular and important Clubs in the Colony, and the healthful recreation which members are able to indulge in cannot but have the most beneficial effects on the community of Kowloon. The Institution is well worthy of the Government support which is to be asked, and it goes without saying that such support will be readily forthcoming.

We wonder why some representatives of the Press, present at the meeting, did not have the good taste to omit from their reports certain discussion which took place. The matter we have in mind affected members only and was of not the slightest interest to any but those present at the meeting. In any case, it was almost as silly as the "biscuits and cheese" controversy, which took place a year or so ago.

The annual meeting of the Wigwam Lawn Tennis Club was held on Saturday last. There was a good attendance of members. Messrs. C. Gerken and H. Crapnell resigned their positions as Hon. Secretary and Hon. Treasurer respectively, being warmly thanked for their past services. The vacancies were filled by the appointment of Mr. A. Morley as Hon. Secretary and Mr. R. D. Wilks as Hon. Treasurer. Ballotting for the Committee for the ensuing year resulted in the following being declared elected:—Messrs. H. Crapnell, F. Hobbs, A. Hicks, G. W. Avenall and J. Gibbison. The new Committee will shortly arrange the annual tournaments, which are being looked forward to with deep interest.

A cable has been received from the Rev. Mr. Lindsay, the newly-appointed Chaplain to St. Andrew's Church, to the effect that he and Mrs. Lindsay expect to sail from Vancouver, on the Empress of Russia, on November 27th, and arrival in Kowloon is anticipated some time before Christmas.

Kowloonites are looking forward to an official visit to the Peninsula by the new Governor, for they realise it is only by this means that His Excellency can appreciate the importance of the community across the water.

After a brief period of something in the nature of order amongst the ricksha coolies outside the Star Ferry Wharf, there has been another outbreak of

"barracking". We regret to have occasion continually to refer to this much aired grievance but, as a matter of fact, we have no intention of letting the matter drop until something in the nature of a lasting improvement is effected.

At times, the sight is a sorry one, and we blush to think of the opinion Sir Reginald Stubbs would form should he happen to take a quiet look round Kowloon "on his own" without giving previous warning of his intention to the C.S.P. To see a Sikh or Chinese policeman rushing up and down the length of the shelter, with a stick, making wild lunges at dodging coolies to the accompaniment of a chorus of yowls and cat calls, is a poor exhibition of the alleged efficiency of our traffic regulations.

The approach to the Star Ferry Wharf looks very clean and bright now that hoarding has been removed. By the way, we wonder whether the granite obelisk, in the centre of the clearing, is intended as that much-talked-of War Memorial?

A correspondent asks us why the ricksha shelter is not washed down every morning with the hose and some kind of disinfectant. It is stated that the place, in the early morning, is in a very dirty condition, and calculated to spread disease.

We don't know. Perhaps the people who refuse the use of halls in which to hold a meeting for the purpose of requesting the appointment of a representative on the Legislative Council for Kowloon can tell us. Certainly such a representative would want to know the why and the wherefore of the constant neglect of Kowloon when he took his seat in the Council Chamber.

Some consternation was caused amongst Kowloon householders, last week, owing to a rumour that the military authorities had taken over a number of dwellings for officers' quarters and that present tenants were about to receive notice to quit. There may have been one or two isolated cases of terminating tenancy, but nothing has occurred, or is likely to occur, in the nature of wholesale notices. As a matter of fact, the officers of the Wiltshire Regiment, who are, we understand, mostly unmarried men, will take over the quarters at present occupied by the officers of the 22nd Punjabis and further accommodation will be provided on the Hongkong side. Substantially, those are the facts, but, of course, detailed information cannot, as usual, be obtained from the military authorities.

Negotiations are still in progress to secure the use of a suitable building for the purpose of holding our much-talked-of meeting. We still hold that the one of the rooms in the City Hall would adequately serve the purpose.

Amongst Kowloon residents leaving for Home, by the Akutsu Maru, to-morrow, are Mrs. E. C. Crapnell and Mrs. W. E. Ford.

After a brief interval of silence another attempt has been made to delude Kowloonites into joining hands with the Constitutional Reform Association and to abandon independent effort to get representation on the Legislative Council. Kowloonites, beware! Because the Government has left undone those things which it ought to have done, and has done those things it ought not to have done, in the past, so far as Kowloon is concerned, you will not find the remedy in depriving that Government of its power, to reverse the order of the account.

EXCESS PASSENGERS.

MASTER OF TELEMACHUS
HEAVILY FINED.

Captain E. Bentley, the master of the s.s. Telemachus, was prosecuted this morning before Captain Basil H. Taylor, R. N., Marine Magistrate, on two counts, namely, that he failed to put up in a conspicuous place on board his ship one of the duplicates of the passenger certificate issued to his ship on September 29th; (2) that he unlawfully arrived in the waters of this Colony carrying a greater number of passengers, which, having regard to the time, occasion and circumstances of the case, was greater than the number allowed by the passenger certificate of the s.s. Telemachus on September 29th.

Mr. W. E. L. Shenton appeared for the defence.

Defendant pleaded guilty.

Sergeant W. Pincott said that on the 29th ultimo, the Telemachus arrived from Saigon and anchored at the quarantine anchorage. He went on board and saw the master, who informed him he had 603 deck passengers. He asked the master about the 'tween deck space, and he took witness to the No. 3 hatch. All the other 'tween decks were full of cargo. The 'tween deck space in No. 3 was 40 feet by 28 feet, giving a total of 1120 square feet, which gave accommodation for 123 passengers. There was also a small house on deck capable of holding 40 passengers. Witness did not allow for 58 deportees who were ordered on board at the last moment nor for 97 boys, girls and babies, which left on excess of 276 passengers. Witness then went with the master to see the passengers' certificate, and saw one which expired on May 18, 1919. The master informed witness that the new one had not been brought on yet.

Captain Taylor.—It is purely a technical offence, and not the fault of the master.

Cross-examined by Mr. Shenton.—Do you systematically search boats that come into Hongkong to see whether there are excess passengers?—No, only when I notice a lot.

Do you receive any special information as regards the Telemachus?—No.

You know, I suppose, of the disadvantages in Saigon?—Yes, I do.

You know a large number of ships have been taken off the run?—Three large passenger boats have been taken off the run.

The result is that there is an enormous rush for cargo and passengers for the remaining boats?—Yes.

Did the captain tell you that these must have been at least 200 stowaways in the ship?—He did not tell me. He is at any rate responsible for that.

Defendant, examined, said that in Saigon he had practically no possible means of checking the passengers or the space because, in the first place, the business hours were from 9.30 to 11, and the boat left Saigon at 12, also the boat had to leave any time with the tide. The Telemachus at Saigon was alongside the wharf, and anybody could come on board or go off. He had only 1 1/4 hours to clear. Within that time he had to get the papers from the Consul. He had absolutely nothing to do with regard to the passengers, nor collecting of the money. Before leaving he sent for the com- modore, and asked him whether he had sufficient space for the passengers on board. He answered in the affirmative. Witness took his word, as the com- modore was representative of the owners. The next morning he came to the conclusion that there were more passengers than the books showed. Where they came from he did not know. He called for the com- modore again and told him that there were far more passengers than was stated. Everything went all right until they arrived in Hongkong. The sergeant asked whether witness knew that there was enough space for the passengers. Witness told the Sergeant that he did not think he had. It was impossible to check passengers and cargo. According to the agents—in Saigon there were 434 passengers. There must have been then 200 stowaways. They might have been in the com- modore's room or elsewhere.

Captain Taylor.—What I would like to know is whether the com- modore is the accredited representative of the owner.

NATURAL GREEN.

PROPER
HOUSE DECORATION.

In these days of housing problems the question arises whether we should not recognise the beneficial effects of green on the eyes and nervous system, and use it more freely in decoration.

A well-known artist, who was interrogated on the point by a *Daily Chronicle* representative said that red was an irritant, not only to a bull but to a human being. The soothing effect of green was not so commonly known, despite the restfulness which one consciously experiences when in woods and pastures.

"To an artist, a red-brick cottage among verdant scenery is a thing of joy," he said, "for, red being the complementary colour to green, his picture benefits by its inclusion."

But, in the drab surroundings of town, green is, unfortunately, absent, and the brain of the town-dweller receives a surfeit of brown.

"There is little wonder that the city man is attracted to vegetation as a moth is to light."

A prominent nerve-specialist agreed with the suggestion. "The beneficial effects of green wall-paper in the home of a neurotic is beyond dispute, while it is significant that neurasthenia is more prevalent among town-folk than the rural population, although fresh air and exercise enters into the question here. The same comparisons may be made with regard to eye-strain, which I am certain would not be common among residents of cities if the houses were enlivened with green."

Mr. Shenton: I cannot possibly say he is not. He had gone outside his authority. The com- modore is the representative of the owners on board the ship. I am not here to plead not guilty, but to show the difficulties we labour under.

Captain Taylor: I see the section lays down a penalty of \$200 and fines of \$500 for each excess passenger. In that case it would be \$15,000.

Mr. Shenton: What I would like to say is that we are under extreme difficulties in these days.

The export of rice from Saigon is limited. The licences for exporting rice from Saigon were divided among the old firms. The people that got the licences did not necessarily export. They sold them at very high prices. Consequently, there was a tremendous rush to export the rice. As regards the passengers, there was a terrible rush, as vessels were few. When there were a number of ships on the run this would not happen.

Captain Taylor.—From the evidence that I have heard I hold that the owners, through their com- modore, are at fault.

The Saigon agents' letter was produced at this stage. It stated that 20 European first-class passengers, 20 first-class Chinese passengers and 453 deck passengers (adults) and 34 children were travelling by the Telemachus.

Captain Taylor.—It seems to me it is either profiteering or gross neglect on the part of the com- modore. I fine the defendant \$1,000.

Mr. Shenton, in opening the case, said there was a passenger certificate on the ship in a conspicuous place but it was a past certificate and not the present one. The reason was that the new passengers' certificate recently issued had been handed to the owners and not handed to the Captain. It was, as his Worship would find out from the evidence, a technical breach of the rules.

V.R.C. SPORTS.

THE FIRST DAY'S EVENTS.

The Victoria Recreation Club commenced their annual aquatic sports yesterday afternoon, when there were present a goodly number of spectators, including the Hon. Mr. Claud Severn, C.M.G., (President of the Club) and His Honour Mr. Justice Melbourne.

The first day's contest had no startling features. The programme opened with the two lengths handicap hurdles, first and second in each heat to swim in final, two prizes. In the first heat, J. R. Soares beat L. M. Franco, their respective times being 35 and 34 1/5 seconds. In the second heat, R. C. Wittchell won easily from L. F. Leon, times 36.25 and 42 seconds respectively.

Two lengths handicap (novices) resulted as follows:—1. A. Sequeira, 35.25 seconds; 2. J. A. Gutierrez, 40 secs.

The 40 yards club championship was done in good time, D. Lyon and J. R. Johnstone both breaking last year's record. A. Logan won the championship last year in 6.25 seconds. It was unfortunate that Logan was obliged to throw up the sponge owing to an attack of cramp after having given great promise of winning the contest. J. R. Johnstone won from L. Lyon, their times being respectively 6 min. 12.25 sec. and 6 mins. 21.35 secs.

Running header from spring board was well contested. It was a close race, D. Laing and J. Stewart tying. Laing was warmly applauded. He made a good entry and won.

The two lengths handicap was a close finish. Three took part. There was a false start. Miss Jennings won easily, her time being 52.25. Miss M. Ramsay, who was second, finished the race in 49 seconds.

Mrs. Braga and Miss Ramsay on the way up did it very closely but on the return trip Mrs. Braga fell off. It was a good race, the times being very good.

The two lengths handicap, one of the conditions of which was that the first in each heat were to swim in the final, attracted a good number of contestants. In the first heat, J. Soares (31 secs.) won from J. Stewart (30.4/5 sec.) in fine style. In the second heat, R. C. Wittchell tried his level best to beat L. F. Leon, but failed, their times being, 36 sec. and 31 secs. respectively. The third heat was won by Rossetti. All the times were poor in this handicap.

The next race, the two lengths handicap for girls, was quite interesting. There were four contestants. Miss Wittchell was leading going up, but on the way back she fell off, the race being won by Miss G. Ramsay (47 sec.) with Miss Rosebud Young (56 sec.) second.

The last race, the two lengths handicap team race between the Cadets (H.K.D.C.) and the V. R. C. provided very good sport. It was a good race up to the fourth man for the cadets, they leading up till then, but it was a walk-over for the V.R.C. after that. The V.R.C. won in 2 min. 58 2/5 secs. The cadets' time being 3 m. 8 secs. The following comprised the teams—V.R.C. G.A. Carvalho, A. Logan, J. Johnson, J. Stewart, Tetam, Frost and Laing, Cadets: Lyon, Jack, Raitton, Taylor and Ramsay.

The following are the officials: President: The Hon. Mr. Claud Severn, C.M.G.

Patrons: H. E. Major-General F. Ventris, Commodore V. G. Turner, R.N., Hon. Mr. W. Chatham, C.M.G.

Hon. Treasurer: Mr. A. E. S. Alves.

Hon. Secretary: Mr. R. H. B. Mitchell.

THE GYMKHANA.

ENTRIES FOR NEXT
MEETING.

The entries for the fourth Gymkhana, on 11th October, are as follow:—

1st Race—Five Furlongs, Handicap.—Rheostat, Lovejoy, Tytam Chief, Maybe, Gentlecat, Snuff Box, Burning Daylight.

2nd Race—Gymkhana Stakes.—Dusky, Malcolm, Pinkey, Rochester, Scotch Box (late Native Land), Red Ensign, Lord Lorne.

3rd and 6th Races—Class Handicap.—Rheostat, Dusky, White Fang, Rufus, Malcolm, Morning Star, Dalesman, Leander (late Avon Dahlia), Jerboon, Lovejoy, Tytam Chief, The Card, Maybe, Bend Or, Rochester, Gentle Cat, Snuff Box, Smoke Box, Alexander, Lord Lorne, Paper Money, Burning Daylight.

4th Race—3/4 Mile Handicap for Subscription Griffin.—Rheostat, White Fang, Morning Star, Dalesman, Leander (late Avon Dahlia), Jerboon, Excelsior, Snuff Box, Smoke Box.

5th Race—Distance Handicap.—White Fang, Rheostat, Kirkadie (late Winter Light), White Chalk, Rufus, Leander (late Avon Dahlia), Bussaco (late Beachsands), Excelsior, The Card.

7th Race—1 Mile Handicap.—Dusky, Malcolm, Lovejoy, Tytam Chief, Pinkey, Maybe, Bend Or, Rochester, Gentle Cat, Snuff Box, Scotch Box (late Native Land), Lord Lorne, Paper Money, Red Ensign.

LAWN BOWLS.

TEN COMMANDMENTS
FOR PLAYERS.

Mr. Mc Allister, of the Shanghai Bowling Team, which plays Hongkong to-morrow afternoon at Kowloon, had occasion to express his team's thanks to the Hankow Club in connection with the Interport games there recently, and in doing so said that Lawn Bowlers' ten commandments were:—

Thou shalt not put any game before bowls.

Thou shalt not take unto thee any golf sticks nor tennis racquet, nor anything likely to draw thee away from the game of bowls.

Thou shalt not take the name of thy President in vain.

Remember the Saturdays of the year and keep them wholly for bowls.

Honour the President and thy secretary that thy place may be secure in the matches of the Club.

Thou shalt not kill the reputation of a bowler.

Thou shalt not prove unfaithful by following after other games, but shall give thy mind and strength to bowls.

Thou shalt not steal the good name of a fellow bowler.

Thou shalt not bear false witness against a brother bowler.

Thou shalt not covet thy neighbour's bowls.

Judges: Mr. A. A. Alves, Mr. W. Logan, Mr. A. Silva Netto, Mr. C. A. C. Rodrigues, Mr. A. E. Alves, Mr. T. Meek, Mr. R. E. Bellios, T. Wright, Mr. J. Stewart, Mr. R. C. Wittchell, Mr. A. S. Ellis, Mr. E. Ezra.

Referee: Hon. Mr. Claud Severn, C.M.G.

Starter: Mr. A. A. Alves and Mr. A. E. Alves.

Time-keepers: Mr. T. Meek, Mr. A. S. Ellis, Mr. A. Silva Netto, Mr. C. A. C. Rodrigues, Mr. A. A. Alves.

LADIES' BOOTS

THE BOOT of the season
that is smart and
wears long.

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GARRISON TENNIS.

LEAGUE WON BY R.E.s.

The final match in the Garrison Tennis League took place on the service New Tennis Courts at Happy Valley yesterday. As has been previously announced the 83rd Company, R.G.A. and the Royal Engineers had tied for first place and these two teams met yesterday to decide who should be the first holders of the handsome shield which has been presented by Major M. W. Buck, R.E.

A really close match resulted, the Royal Engineers eventually winning by 43 games to 38.

The scores were:—

Majors Buck and Edwards, (R.E.) beat Major Sturges and Sergt. Athorne 7-2; lost to Gr. Perkins and Br. Nickolls 4-5; beat Cpl. Green and Gr. Middleton 8-1.

Q.M.S. White and Cpl. Gill (R.E.) beat Green and Middleton 5-4; beat Sturges and Athorne 5-4; lost Perkins and Nickolls 4-5.

Q.M.S. Wilson and Sgt. O'Donnell (R.E.) lost to Perkins and Nickolls 3-6; lost to Middleton and Green 3-6; lost to Sturges and Athorne 4-5.

At the conclusion of play H. E. Major General F. Ventris presented the shield and medals to the winners and silver spoons to the runners up.

In handing the shield to Major Buck (Captain of the R. E. team) General Ventris said that it gave him great pleasure to hand him the shield he so kindly presented to the League for annual competition among the troops in the Garrison. The G. O. C. also congratulated the 83rd Co. R.G.A. on being the runners-up. He thanked Capt. (Rev.) Bundle, C.F. (Secretary) for the great amount of time he had put in to make the league a success.

The scorers were the Rev. Bundle and Capt. Macaulay, R.A.M.C.

THE BRADLEY CUP.

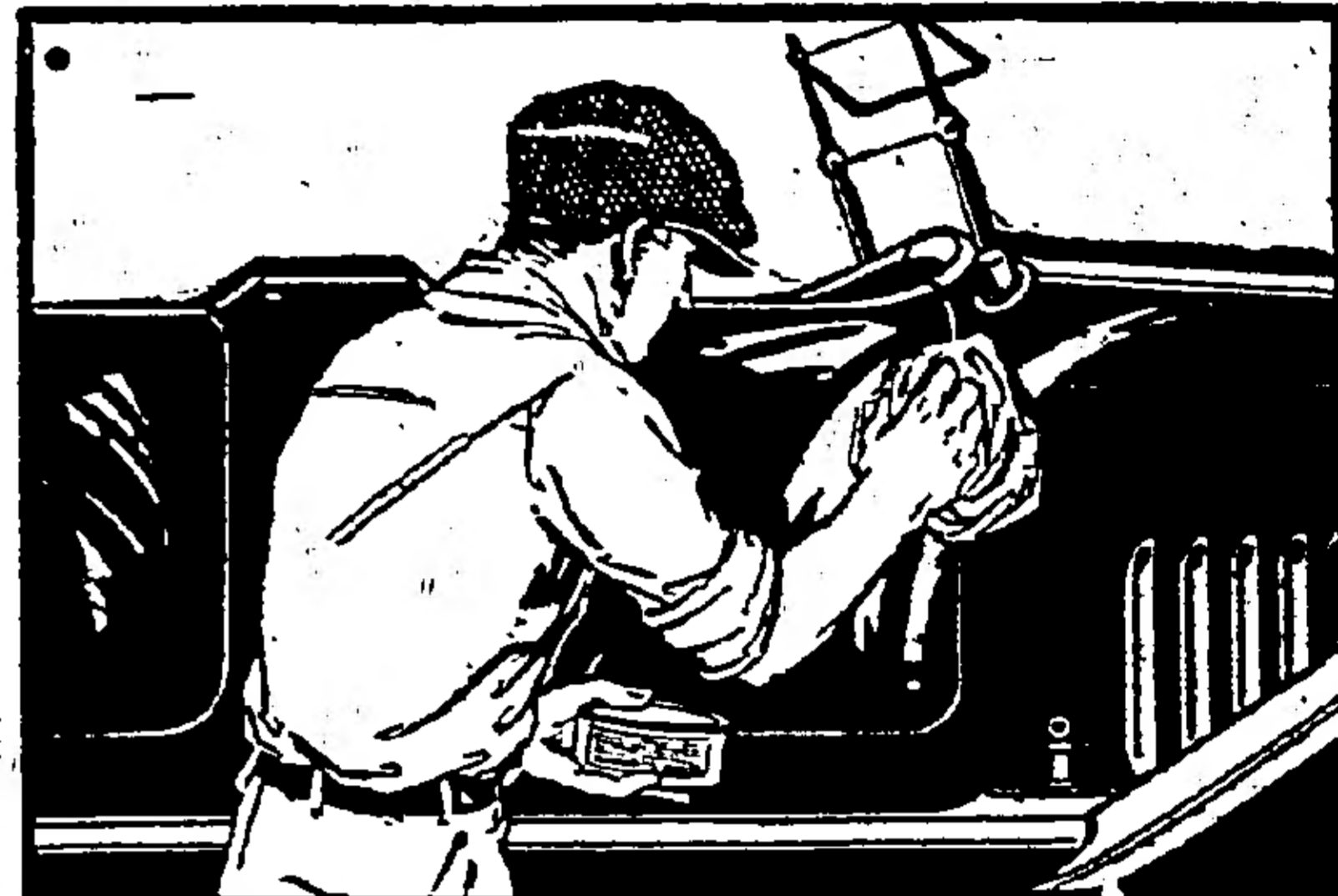
Following the above ceremony Major General Ventris presented the prizes to the winners in the Bradley Cup Competition.

He called for Cpl. Townsend and also asked the Rev. Bundle (Secretary) to read Townsend's record in the Bradley Cup Competition.

In 1916, the first year of the competition, Townsend reached the semi-final, when he was defeated by Pte. Broadhurst 4th K.S.L.I. who eventually became the winner that year by defeating S.M. Anderson R.E. in the final.

In 1917, Townsend defeated S.M. Jewsbury R.E. in the final and became the holder of the cup.

In 1918, Townsend defeated Cpl. Blumfield in the challenge round and became holder of the cup for the second year.

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Dirty, Grimy And Unsightly?

Do you know that you, yourself, can make it look almost like new and save the cost of revarnishing? All you need is Johnson's Cleaner and Johnson's Liquid Prepared Wax.

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really cleans. It entirely removes all stains, grease, scum, tar, road-oil, alkali, etc. Even those spots that are ground in—mud freckles—and surface scratches you thought were permanent—will disappear like magic under Johnson's Cleaner.

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Johnson's Cleaner contains no grit or acid—it cannot scratch or injure the finest finish—simply cleans and prepares it for the polish. No matter what kind of a body polish you use, you will never get good results unless the surface is clean—and for this purpose there is nothing equal to Johnson's Cleaner.

Easy and Quick

It requires no experience and but a few minutes' time to use Johnson's Cleaner. It always gives satisfaction on the finest finish or on an inexpensive car.

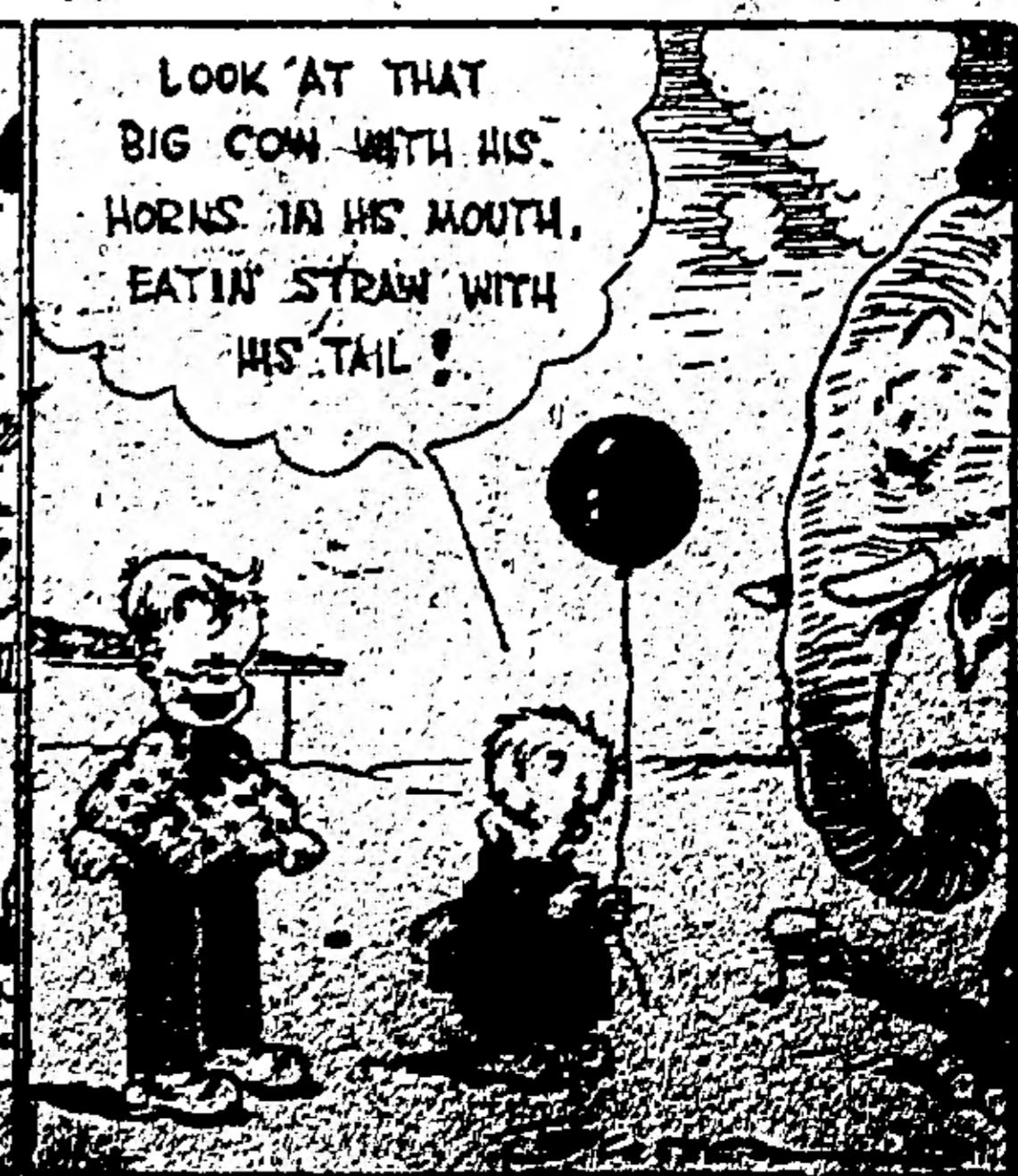
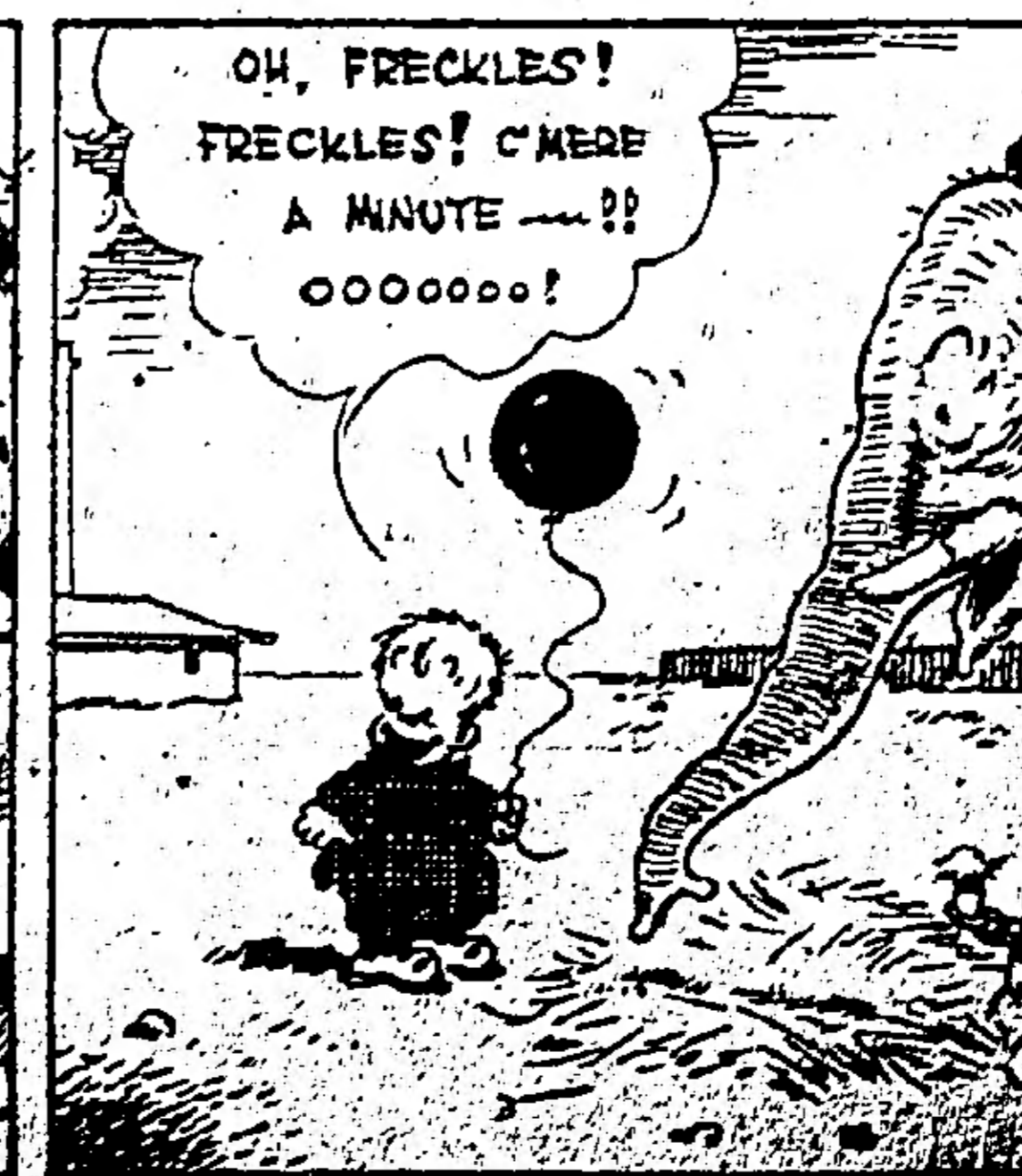
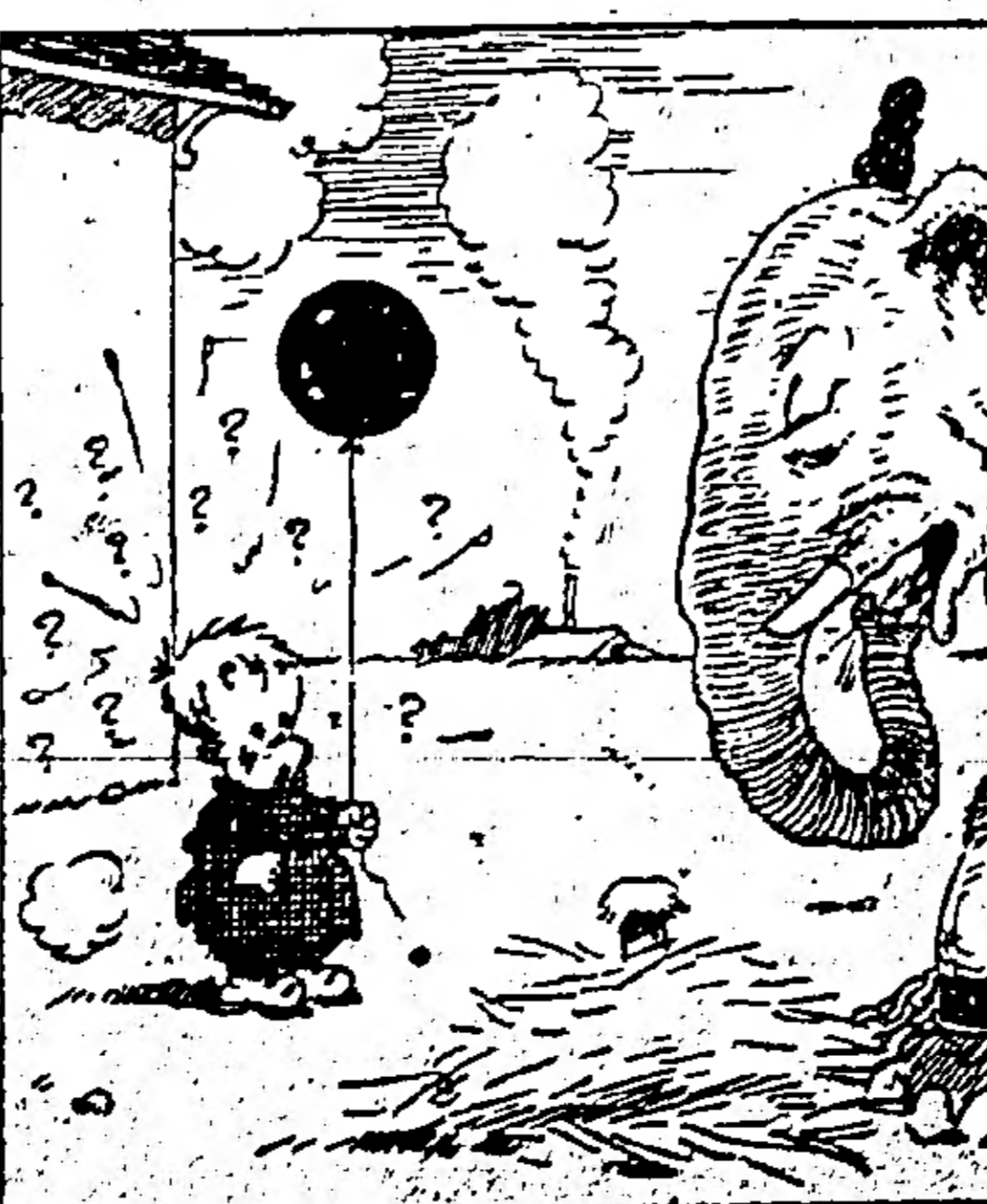
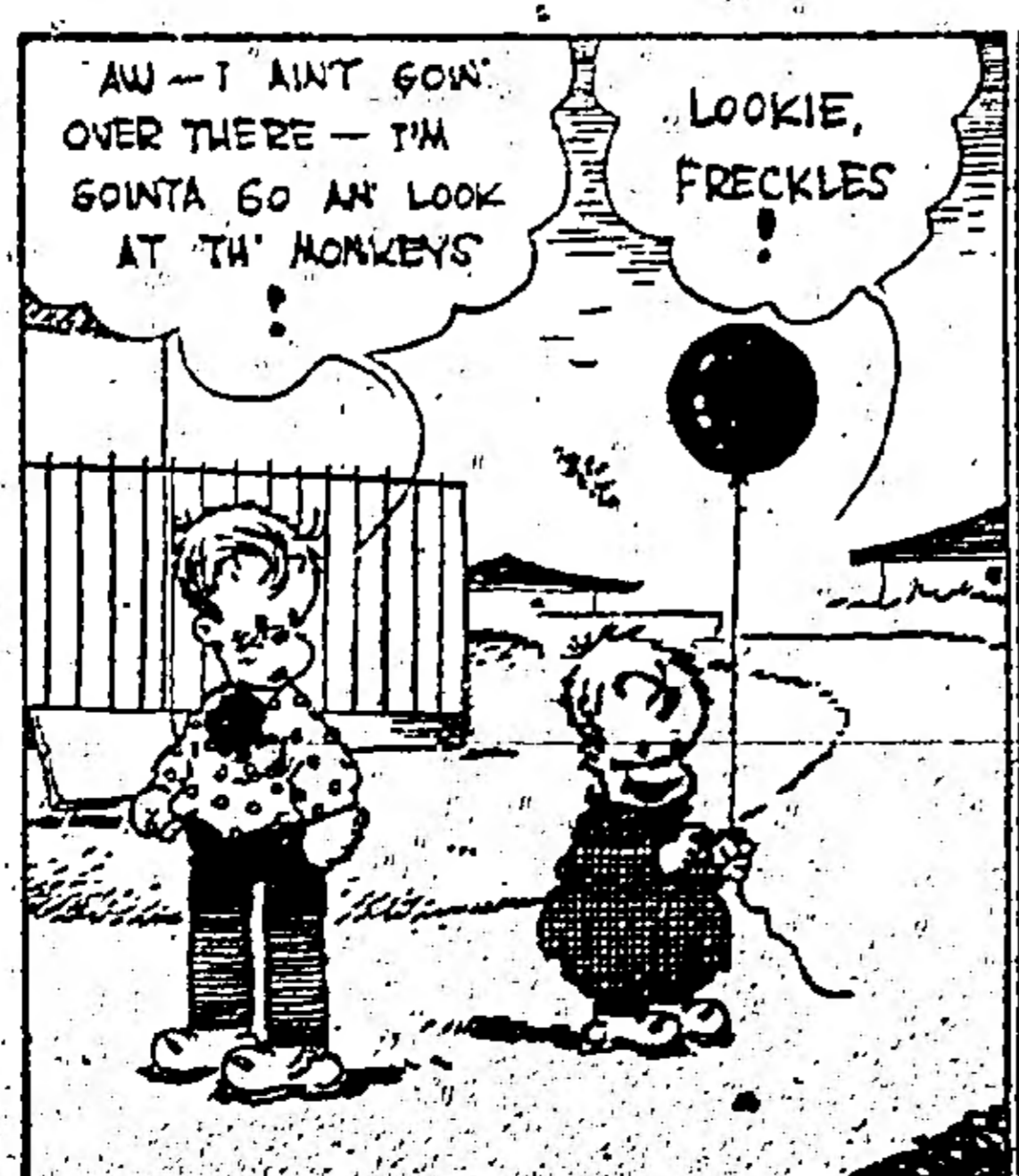
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SOLE AGENTS.

FRECKLES AND HIS FRIENDS



Tag's First Visit To A Zoo.

BY BLOSSER.

AUTOMATIC TELEPHONES.

ADOPTION AT STOCKPORT.

The old manual system of operating telephone switchboards has come to an end at Stockport, and the automatic system comes into force. Already other towns have adopted the system. It is used at Epsom, Hereford, Burlington, Accrington, Chepstow, Newport, Portsmouth, Paisley, Dudley, Blackburn, Leeds, and Grimsby. In all these places it is recognised that the automatic system is infinitely better than the old one; and indeed its advantages are so obvious that probably in this country, as in the United States, there will soon be no large town unequipped with it. The new appliance has been fitted up in the case of every one of the Stockport telephone subscribers; 10,000 test calls have been put through subscriber's meter and 25,000 through the exchange equipment. The result has shown an efficiency of 98 per cent.

HOW TO REGISTER A CALL.

The automatic system is very simple. A disc is fixed near the telephone, with numbers from 1 to 9 and 0 printed clockwise round its circumference. Above this disc is another disc which may be revolved, and in this are punctured holes, through each of which a number on the lower disc is seen. If a subscriber wishes to call up number 136, he first takes down the telephone, then places his finger in the hole of the revolving disc through which number 1 shows. Having revolved the disc to its fullest extent, he allows it to swing back again. The same action is repeated in the case of the 3 and the 6. This process completed, the bell of subscriber 136 rings, and connection is established. Should the subscriber called up be engaged, the caller's telephone gives an intermittent buzz, which is the "engaged" signal. The outstanding advantage of this system is the speed with which it works. A manual operator, as a rule, is in charge of about 80 subscribers. It often happens that five or six of them are calling at once, and obviously some time must elapse before all can be answered and put through. The automatic system deals with them all at once. Then, again, under the manual system a subscriber often has difficulty in getting his line cleared between two quickly following calls. Under the automatic system the line is infallibly and instantaneously cleared by the mere hanging up of the receiver. To each telephone is attached a meter for recording the number of calls made; the hanging up of the receiver causes the figure to be ticked up against the subscriber from whom the call has originated, just as it is done by the meter of a taxi-cab.

THE "HOWLER."

Delinquencies on the part of subscribers are automatically recorded at the exchange. If a receiver is left off, for example, within three or four minutes a bell rings and a coloured lamp glows at the exchange. Then an instrument known as the "howler" is turned on to the delinquent's telephone, and his attention is called to the omission. The automatic system is not used for trunk calls. A new manual switchboard has been installed at Stockport to deal with these. The subscribers must call the exchange by dialling the exchange number, and the connection between the Stockport subscriber, working under the new system, and the person called up, working under the old system, will be established at this new switchboard. Nor has the new system been applied to telephones worked by coins in a box. These telephones, too, will ring through to the new manual exchange, and the operators there will make the connection. If any subscriber is in a difficulty, he can, of course, call the exchange, just as he could under the old system, for the exchange will have a number which may be "dialed" like that of an ordinary subscriber.

The initial Stockport plant provides for 950 subscribers, with an ultimate capacity for 2,250.

PRICES AND PROFITS.

LIMITS OF STATE CONTROL.

A Law to control profiteering is now before the House of Commons. The following articles by Mr. Harold Cox, appearing in the *Sunday Times* however will be read with interest.

The popular outcry against profiteering has induced the Government to appoint a Committee to inquire into profits in all stages of production. That is, at any rate, a wiser step than has been taken by the Italian Government which in response to mob riots, issued orders compelling retailers to sell at half the previous prices, with the result that many retailers shut their shops altogether, being unwilling to sell at a loss, even for the pleasure of gratifying a Government in a panic.

The question of the extent to which a Government can control prices must be answered not by political but by economic considerations. In all times the crowd when it sees prices rising is apt to impute the rise to the malevolent action of profiteers—or, as they used to be called in old Acts of Parliament, "forestallers and regraters." The crowd forgets that in times of plenty these same profiteers sell cheap, and it might have been imagined that the contrast between the two facts would have been sufficient to show that low prices are not conceded, nor high prices imposed at the mere will of the dealer. If the dealer could make what profit he chose he would charge a high price in times of plenty as well as in times of scarcity.

WAR CONTROL OF DRUGS.

The finally determining factor must be always the relation between supply and demand. When supply is short and demand is active, prices rise; when supplies are plentiful and demand moderate prices fall.

This is the broad, general truth from which there is no escape. It is not, however, the whole story. There are, for example, certain commodities of limited use, and it is possible in certain states of the market for a few dealers to obtain control of the whole of the supplies of such commodities, and artificially to inflate the price for their own benefit.

Drugs are a case in point. At the outbreak of the war it became obvious to dealers in drugs, and also, happily, to the Government, that there would be a shortage in certain essential drugs, and an attempt was made to corner the supply. The action then taken by the Government is an excellent illustration of the useful functions which a Government can exercise in commercial matters when it is proceeding on sound economic lines.

A special department was constituted at the headquarters of the National Health Insurance Commission (England) to deal with the drug question, and, incidentally, it is worth mentioning that, to the credit of this department it conducted all its operations without engaging any fresh officials and without any cost to the State. Its first step was to warn all dealers in the drugs where a "shortage" was expected that they ran considerable financial risks in speculating on a rise in price, because the Government might interfere and fix prices. The corner instantly came to an end, and the range of prices was subsequently determined, not by the arbitrary action of a few speculators, but by the broad relations between demand and supply. The drug department, in order to secure that that broad relation should be in favour of the British consumer, took the further step of prohibiting the export of drugs of which there was a shortage, and also encouraged the import even of enemy-made drugs through neutral countries.

This example of what can be done in the matter of special articles of a comparatively rare character by an intelligently-managed department gives not the slightest ground for the popular belief that a Government can regulate prices at will in the

CASE OF COMMODITIES OF UNIVERSAL DEMAND AND OF WORLD-WIDE SUPPLY.

RATIONING OF ESSENTIALS.

It is, of course, true that in a state of war a Government can obtain control of the whole supply of articles of absolute necessity and can ration their distribution, fixing the price which each consumer is to pay for the limited amount allotted to him. This was done during the war with a fair amount of success. The success was not complete, because, as everybody knows, there was a great deal of evasion of the strict rules laid down. Many people surreptitiously obtained considerably more than their rations, in spite of the army of spies employed by the Food Department. But rationing regulations did, at any rate, prevent a dangerous inflation of the prices of necessary food at a critical period, and to this extent were fully justified.

It must be noted, however, that they only succeeded because they limited the quantity which each person was entitled to draw. That is possible in the case of simple necessities of life, such as bread and meat and sugar and coal, but it is not possible in the case of the thousand and one commodities that people daily buy for their own pleasure.

Take, for example, clothing. By what conceivable mechanism could the State ration clothing? It is indeed true that some of the Fabian Socialists have urged the desirability of compulsory standard clothing, both for men and women, but no Minister who set any value upon his own neck would venture to attempt to put such a scheme into operation. Women, at any rate, would fight rather than submit to be dressed in standard clothing of standard cut.

Thus, the remedy of rationing, which could be applied in the case of necessary foods, fails in the case of clothing, and in what may be called all the *cetera* of life.

THE CONSUMER CALLS THE TUNE.

The people who clamour against high prices habitually overlook the fact that it is the consumer who calls the tune. Unless people were willing to pay a high price rather than go without the thing they want, prices would fall.

Take, for example, strawberries. The real cause of the high prices that strawberries have been fetching is that there is an immense population with sufficient available cash to indulge in the luxury of buying strawberries. As long as there are plenty of people willing to pay 1s. 6d. a pound for strawberries it would be perfectly ridiculous for the State to interfere and say that the dealer must sell at 1s. The only effect would be that a sub-dealer would at once step in and buy from the authorised dealer and sell again at a profit to himself.

To prevent such evasions as this in regard to all the articles that are daily bought and sold it would be necessary to employ half the nation to spy upon the other half. Rationing can only be applied to a limited number of articles of more or less standard character. Against high prices for other articles the consumer must protect himself—or herself—by the simple device of buying less. The State ought only to be called upon to interfere when there is clear evidence of a conspiracy on the part of the producers to form a ring to hold up prices. The case of drugs was given above as an illustration. A more immediately pertinent illustration is that of coal. A gigantic conspiracy has been successfully organised by the Miners' Federation of Great Britain to hold up the supply of coal in order to extort increased payment from the public to the members of the Federation. But instead of taking any steps to crush this conspiracy the State has only intervened to assist the Federation in fleecing the public.

JAPANESE HONOUR.

Mr. D. H. Blake, of Yokohama, a prominent foreign resident for years, was decorated on September 19, with the Fourth Order of the Rising Sun, on the eve of his departure for London.

SINGAPORE C. OF C.

SOME INTERESTING QUESTIONS.

The half yearly meeting of the members of the Singapore Chamber of Commerce was held on September 22, in the Exchange Buildings, Mr. W. P. W. Ker presiding over a good attendance.

The Chairman, after mentioning the changes in the Committee and the new members elected, referred to the departure of Mr. Tomlin, and went on to say that the total membership was 119. With reference to trade the imports for the first quarter of the present year amounted to \$193,794,991 as against \$181,561,401 for the corresponding period last year; for the second quarter they amounted to \$233,042,863 against \$200,682,895. Exports for the first quarter amounted to \$205,468,170 against \$171,666,143 in 1918; and for the second quarter \$199,765,638 as against \$193,375 during the same period last year. It was satisfactory to report these increases, and he was confident that now that Peace had been signed trade would rapidly develop. With regard to Harbour Board returns during the half year under review 1234 vessels of a net registered tonnage of 2,245,899 tons used the wharves against 1058 of 1,669,772 tons in the same period of 1918. Coal and cargo handled was about the same, the increase being only about 1,000 tons and 30,000 tons respectively. As to exports, contrary to expectations Singapore had been well supplied with tonnage, the improvement commencing quite soon after the Armistice was signed and large cargoes have been got away. In the matter of imports there was a serious break in values generally after hostilities ceased and the beginning of the year saw prices lower than they had been for some years. Since then the position had gradually righted itself and the market had now more confidence in the maintenance of a higher scale of values. In the early part of the year the tin market ceased to exist and as they were aware the F.M.S. Government came to the rescue of the industry by buying large quantities of the metal at a time when European and American buyers were almost entirely out of the market. The position had steadily improved as the year got older and stocks have been absorbed by the markets. As to rubber this opened at 7½ cents per pound in January and was steady until June when a slight relapse took place, the lowest point touched for No 1 sheet being 6½ cents. Since then values had improved, and during the last few days the price had soared to over \$1 per pound. With regard to the river improvement scheme the demand for shortage accommodation up the river was still very brisk and suitable sites were commanding high prices. The need for the deepening of the river was just as urgent now as it was a year ago and he hoped that now times were normal the work would be put in hand without delay. With reference to the new Chamber of Commerce, as they knew, the Government had expressed their willingness to grant the Chamber a site in Robinson Rd. on which to erect a new Chamber of Commerce, Rubber Auction Room and an Exchange. Their architects were now having borings put down but up to now the foundations had, he regretted to say, not been found very satisfactory. He had, however, heard that day that they had found better foundations than the site immediately adjoining Teluk Ayer market at the corner of Japan St. and the seaside. He proposed to write the Government asking them if they could have the option of the other site, which was nearer the town for it would be certainly rather "smelly" next to the market. With reference to cables, their Committee took up with Government the serious inconvenience which was being caused by the delays which were at one time taking place. The position seemed to be that the Eastern Extension cables had been very heavily laden with traffic due to the Indo-European line still being out of operation.

U.S. NAVY.

LOW PAY CAUSES RESIGNATIONS.

Washington, August 21.—With the resignations of more than 300 permanent officers of the regular navy already submitted to the department and more arriving daily, Acting Secretary Roosevelt today began work on proposed legislation to be submitted to Congress suggesting substantial pay increases for officers and enlisted men of the navy and Marine Corps. Present pay tables became effective in 1903, and have not been revised upward since, although civilian pay has increased substantially in almost every branch of work.

High ranking officers who have given careful study to the situation believe the efficiency of the navy is seriously threatened. Most of the resignations have come from the younger officers in the lower grades, the men to whom the country looks for the leadership of its sea forces in the years to come. These officers receive from \$1,700 to \$3,000 a year. Most of them Annapolis graduates capable of earning much higher salaries in civilian life, say they find it impossible to support their families on their pay. In this connection one rear-admiral called attention to the many classes of ordinary labour in civilian life who earn larger salaries than do naval officers who are responsible daily for many lives and thousands of dollars' worth of Government property.

For the present, Acting Secretary Roosevelt said today, no action will be taken on the resignations now on file, pending attempts to readjust the pay tables. Already short nearly 2,000 officers on the basis of the navy's peace time strength, Mr. Roosevelt said that unless the salary revision is obtained the navy faces the awkward choice of retaining a large number of officers against their will with subsequent discontent and dissatisfaction, or accepting the resignations. Annapolis graduates have been trained at a Government expense of more than \$20,000 each, he said, and even though other candidates might be obtained in the future to take their places, it would take years to train them.

More resignations are now on file than had been received from the entire regular navy in the last thirty years. Since 1898 the average has been seven a year. Among resignations now awaiting action are those of more than seventy-five officers of the line, 191 doctors, twenty-five chaplains, a score of supply officers and nine naval constructors.

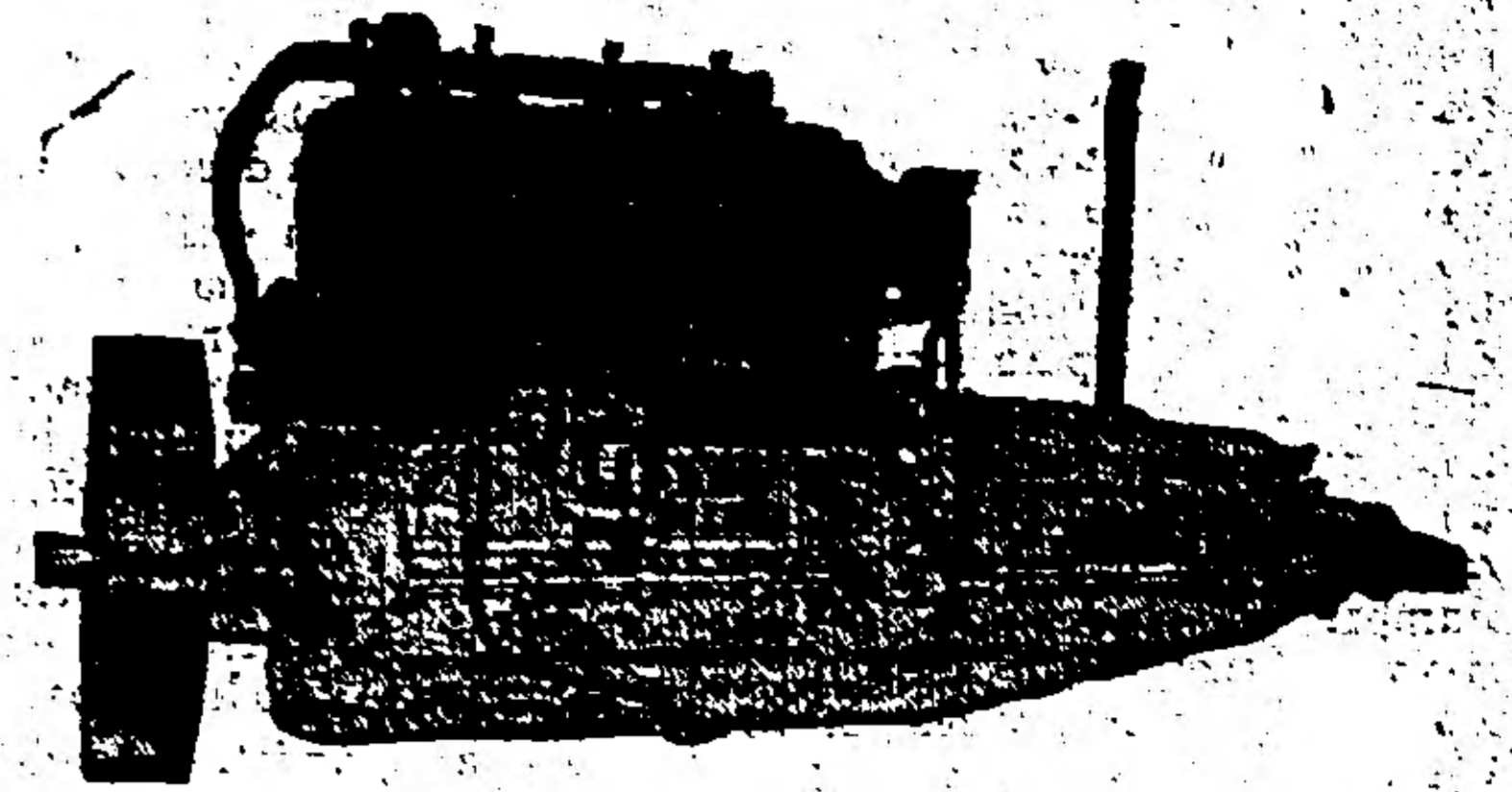
Mr. Roosevelt said a similar condition of low salaries applied to warrant officers, non-commissioned officers and enlisted men, and that only legislative action can solve the problem. He expects to submit recommendations to Congress next week.

and further to serious breakdowns in the Pacific cable. The Eastern Company had also had trouble with breakdowns at various times but repairs had now been effected and the service was gradually improving and the use of codes now permitted would tend to reduce the volume of the traffic. Touching upon the War Tax Ordinance of 1919 the Chairman went on to say that this year as they knew was the centenary of the foundation of Singapore and it was greatly to be regretted that it was in this year of all others that our rulers should have started imposing a tax on shipping. He would ask them to give their unanimous support in pressing that the part of the Bill referring to the taxation of shipping be at once repealed. With regard to exchange as they knew during the last few days the trade of the Colony had been temporarily held up by persistent rumours that the value of the Straits dollar would be raised in sympathy with India and Siam. To clear up the position their Committee waited on to the Colonial Secretary on Friday last and as they would have seen from the morning paper, prompt action had been taken and the Secretary of State had given assurance that no change in the value of the dollar was or had been contemplated.

NOTICES.

RED WING THOROBRED

THE MARINE MOTOR WITH POWER TO SPARE



GENERAL DESCRIPTION

This motor is a four cycle, four cylinder L head type motor. In general appearance it is compact and clean cut, yet there has been incorporated the greatest degree of accessibility for such adjustments as daily service requires. Careful design and manufacture under the most rigid system of inspection and final test ensures a motor of extreme refinements, that is quiet, smooth running and powerful with the added and very important feature of economy of operation. The large valves, free intake and exhaust passages and carefully balanced and light weight reciprocating parts make this motor unusually powerful at the slow speeds as well as the higher speeds up to 1400 R.P.M. There is no unpleasant vibration at the high speeds.

In order that this motor shall stand up and have endurance under severe conditions, there have been provided liberal proportions of such feature as bearing area, water jacket volume and connecting rod & crank shaft strength. Lubrication is direct and positive. The use of accurately graduated, helical timing gears and entirely enclosed and lubricated push rods, valve springs, etc., make one of unusual silence in operation.

4 MODELS IN STOCK—14 TO 40 HORSE POWER

SHEWAN TOMES & CO.
MOTOR DEPARTMENT.
Garage No 7 Russell St. Phone 659.

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WE BEG TO NOTIFY OUR CUSTOMERS THAT OUR STORE IS NOW OPENED AND WE INVITE YOUR INSPECTION OF OUR HIGH-CLASS GRADES OF CIGARS, CIGARETTES AND TOBACCO.

TABAQUERIA FILIPINA

10, Des Vœux Road Central, Opposite King Edward Hotel.

BREVITIES.

Three-fourths of the diamonds placed on the market are purchased in the United States.

All Delaware's daily newspapers are published in one city—Wilmington.

Serbia's total loss in lives during the war is 800,000, or about one-fifth of the former population.

American experts have perfected the highest grade of photographic paper, which formerly was imported from Europe.

The fastest trip around the world was made by John Henry Mears in 1913—25 days, 11 hours and 36 minutes.

A strong movement is on foot for recognition of Provençal, the language of southern France, as a distinct tongue from French.

Price fixing can be dated as far back as the fourth century when Diocletian placed the price of eggs at 5 cents a dozen.

Regular tidal movements occur in Lake Superior.

Leprosy is less infectious than tuberculosis.

Rice is the principal diet of one-third of the human race.

In Arabia the horse is a favourite article of fresh food.

In Toronto no funeral was ever complete without me, for I was the only man in the country who possessed a tall hat.—Sir Hamer Greenwood.

MUSTARD & CO.

PYRENE

KILLS FIRE
SAVES MONEY

PROTECTS

TEL. NO. 1186

NOTICES.

DON'T GROUSE
OLD MAN!

This advertisement is issued by British-American Tobacco Co. (China) Ltd.

TO-DAY'S SHARE
QUOTATIONS.

OFFICIAL PRICES.

Banks.	
H.K. & S. Banks n.	\$670
Marine Insurances.	
Cantons b.	440
North Chinas b.	\$200
Unions s.	230
Yangtzes n.	270
Far Easterns b.	23
Fire Insurances.	
China Fires n.	138
H. K. Fires b.	\$45
Shipping.	
Douglases n.	84
Steamboats n.	2494
Indos (Pref.) n.	32
Indes (Def.) n.	196
Shells b.	175
Ferries s.	34
Refineries.	
Sugars n.	177
Malabons n.	46
Mining.	
Kailans b.	70
Langkats b.	20
Shanghai Loans b.	20
Shai Explorations b.	210
Raubs n.	38.9 ex rights
Tronohs n.	47/6
Ural Caspians n.	47/6
Docks, Wharves, Godowns, &c.	
H.K. Wharves n.	110
K. Docks sa.	183
Shai Docks sa.	123
N. Engineerings b.	\$31
Lands, Hotels & Buildings.	
Centrals n.	10946
H.K. Hotels n.	120
L. Invest. b.	120
Hphreys Est. b. & sa.	94
Kloon Lands n.	46
L. Reclamations n.	175
West Points n.	90
Cotton Mills.	
Ewos n.	\$375
Kung Yiks n.	\$34
Lau Kung Mows n.	\$250
Orientalis n.	\$120
Shai Cottons n.	\$240
Yangtzepeeps sa.	\$17.40
Miscellaneous.	
Cements s.	734
China Borneos n.	1234
Do. Light b. old 7 1/2 new 5 1/2	834
China Providents s.	28
Dairy Farms s.	84
Electrics H.K. n.	34
Electrics Macao n.	29
Hongkong Ropes n.	84
Hk. Tramways s.	7
Peak Trams, old s.	80 cts.
Do. new n.	34
Steam Laundries b.	10
Steel Foundries b.	15
Water-boats s.	6.10
Watsons b.	12
Wm. Powells b.	29
Wisemans b.	29

WEATHER REPORT.

October 3d. 11h. 35m.—No returns from Vladivostok, Japan or Formosa. Pressure changes since yesterday are small.

The position of the typhoon in the Pacific is uncertain. It appears to be about midway between Guam and Manila. Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.09 inch. Total since January 1st, 70.31 inches against an average of 76.45 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District Forecast

1 Hongkong to Gap Road, E. winds, moderate, fair.

2 Formosa Channel, N.E. winds, fresh.

3 South coast of China (b.) The same as No. 1.

4 South coast of China (b.) The same as No. 1.

T. F. CLAXTON, Director.

Hongkong Observatory, Oct. 3, 1919.

NOTICE.

mitsubishi shoji
KAISHA, LTD.

(MITSUBISHI TRADING CO.)
COAL, GENERAL IMPORTS AND

EXPORTS.
SOLE PROPRIETORS OF
YAKUSHIMA, OCHI, MUTABE, KISHIDAKEI,
YOSHINOTANI, HOKU, HAMAZUYA, SAIGO,
KANADA, SHINKEI, KAMITAMADA, BISA,
AND OTSUBARI COAL MINES.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES:—NAGASAKI, KARATSU, WAKAMATSU, MOJI, KURE, KOBE, OSAKA, TSURUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARU, VLADIVOSTOK, PEKING, TIENTSIN, Dairen, Tsinanfu, Hankow, Shanghai, Taipei, Hongkong, Canton, Haiphong, Manila, Singapore, Calcutta, London & New York.

Cable Address:—

Hongkong:—"IWASAKI"

Canton, Haiphong:—

"IWASAKI."

Codes:—Al, A.B.C. 5TH ED., Western Union and Bentley's. AGENCY FOR:—THE OSAKA MARINE AND FIRE INSURANCE CO., LTD., OSAKA.

For Particulars Apply to:—

S. SAYEKI, Manager,

No. 11, Pedder Street, Hongkong.

ENTERTAINMENTS.

VICTORIA

TO-NIGHT
(9.15 p.m.)

"WAR and the WOMAN"

AN INTERESTING THAMHOUSES PRODUCTION.

THE
TEL. No. 1743. **CORONET** TEL. No. 1743.

The Little House that shows the Big Pictures

TO-NIGHT!

TO-NIGHT!!

LAST TWO NIGHTS

OF

NAZIMOVA

IN

"REVELATION."

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,

HOTEL MANSIONS,

THE REPULSE BAY HOTEL.

(To be opened 1st January, 1920.)

J. H. TAGGART,

Manager.

KINGSCLERE HOTEL MID-LEVEL

CRAIGIEBURN HOTEL THE PEAK

KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & Co., General Agents

Are Resident Managers.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL FINEST SITUATION.

EXCELLENT CUISINE.

ARTHUR E. ODELL,

(Late Grand Hotel, Southcliffe, England and Royal Palace Hotel, London, W.)

THE CARLTON HOTEL

(THE ONLY AMERICAN HOTEL IN THE COLONY)

ICE HOUSE STREET.

Under American Management.

Size and quiet yet only a few minutes' walk from the Banks and Central District. 43 Bedrooms. Excellent Cuisine. Scrupulously Clean. Moderate Terms. Monthly and Family Rates on application to the Proprietors.

Hotel Launch Meets all Steamers.

Telephone 812.

MRS. F. E. CAMERON

Printed and Published for the Proprietors, by Charles Wilson, at 11, Ice House Street in the City of Victoria, Hongkong.

SHIPPING.

VESSELS ARRIVED.

The CHIP SHING, which came from Canton yesterday, brought 500 tons of general cargo.—Mooring, C 37.

The KANCHOW, from Bangkok, came in this morning with 471 tons of general cargo. She is a R. and S. vessel.—Mooring, C 39.

The SHANTUNG, from Shanghai, came in this morning with 471 tons of general cargo. She is a R. and S. vessel.—Mooring, B 11.

The ARCHER, one of the fleet of the Pacific Mail S. S. Co., arrived yesterday with 410 tons of kerosine oil and 8,350 tons of general cargo. Her owners are the United States Shipping Board. She left San Francisco August 16th.

Calide and general cargo to the extent of 1,027 tons were consigned by the SIAM MARU this morning. She experienced very bad weather. She is an O.S.K. vessel.—Mooring, No. 2 Wharf, Kowloon.

The TSARUGA MARU, from Yokohama, brought beer, tea, boxes, match and cotton yarn to the extent of over 9,000 tons. She belongs to the N. Y. K. fleet.—Mooring, Wharf.

The KATORI MARU, from Seattle, arrived at 5 o'clock yesterday with 583 tons of glass, milk, matches and merchandise for Hongkong. She had fine weather.—Mooring, No. 2, Kowloon Wharf.

The S.S. STANTA MARU, from Yokohama, has the enormous load of 50,987 tons of through cargo, comprising starch, oak, plank, fish and bean oil. On board there were 117 steerage and 92 cabin passengers.

The TAI SZE MA, a Chinese vessel, came in this morning with 500 tons of general cargo. 277

POST OFFICE.

INWARD MAILS.

Shanghai—Per DILWARA, 4th Oct.
Shanghai—Per BESSIE DOLLAR, 5th Oct.
Manila and U.S.A.—Per ECUADOR, 4th Oct.
Shanghai—Per SUNNING, 6th Oct.
Manila and Australia—Per ST. ALBANS, 8th Oct.
Straits—Per AKITA MARU, 8th Oct.

OUTWARD MAILS.

Straits, Bangkok and Calcutta—Per TSURUGA, 4th Oct., 10 a.m.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE VIA MARSEILLES—Per ATSUTA MARU, 4th Oct., Reg. 9.45 a.m. Letters 10.30 a.m.

Straits, Bangkok and Calcutta—Per THONGWA, 4th Oct., noon.

Macao—Per SUI TAI, 4th Oct., 1.30 p.m.

Shanghai and North China—Per YINGCHOW, 4th Oct., 3 p.m.

Macao—Per CHUNCHOW, 4th Oct., 4.30 p.m.

Amoy—Per VAN WAERWILCK, 4th Oct., 5 p.m.

SUNDAY, 5TH OCTOBER.

Macao—Per SUI AN, 5th Oct., 8.30 a.m.

MONDAY, 6TH OCTOBER.

Macao—Per SUI AN, 6th Oct., 8.30 a.m.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt, Bombay and Aden—Per DILWARA, 6th Oct., 11 a.m.

Shanghai and North China—Per LYCAON, 6th Oct., 3 p.m.

Macao—Per CHUEN CHOW, 6th Oct., 4.30 p.m.

TUESDAY, 7TH OCTOBER.

Macao—Per SUI TAI, 7th Oct., 8.30 a.m.

Hoihow, Pakhoi & Haiphong—Per KAIFONG, 7th Oct., 9 a.m.

Shanghai and North China—Per SHANTUNG, 7th Oct., 11 a.m.

Swatow, Amoy and Foochow—Per HAIHONG, 7th Oct., 1 p.m.

Japan via Kobe—Per TELEMACHUS, 7th Oct., at 3 p.m.

Macao—Per CHUEN CHOW, 7th Oct., 4.30 p.m.

WEDNESDAY, 8TH OCTOBER.

Swatow and Bangkok—Per KANCHOW, 8th Oct., 8 a.m.

Macao—Per SUI AN, 8th Oct., 8.30 a.m.

Shanghai and North China—Per PELEUS, 8th Oct., 3 p.m.

Macao—Per CHUEN CHOW, 8th Oct., 4.30 p.m.

THURSDAY, 9TH OCTOBER.

Macao—Per SUI TAI, 9th Oct., 8.30 a.m.

Shanghai and North China—Per SUNNING, 9th Oct., 11 a.m.

Macao—Per CHUEN CHOW, 9th Oct., 4.30 p.m.

FRIDAY, 10TH OCTOBER.

Macao—Per SUI AN, 10th Oct., 8.30 a.m.

Hoihow, Pakhoi & Haiphong—Per KAIFONG, 10th Oct., 9 a.m.

METEOROLOGICAL.

Previous.

Day On date On data.

at 2 p.m. at 6 a.m. at 2 p.m.

Barometer 29.90 29.85 29.80

Temperature 84 79 85

Humidity 69 85 73

Wind Direction E. S.E. S.E.

Force 4 1 3

Weather Partly Cloudy

Rain 0.01 0.00 0.01

Highest open air temperature on the 2nd 78

Lowest 64 3rd 78

H.K. Observatory, Oct. 3, 1919.

T. F. CLAXTON, Director.

THE PEAK HOTEL

1,800 FEET ABOVE SEA LEVEL.

15 MINUTES FROM LANDING STAGE.

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MRS. BLAIR.

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

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J. WITHELL,

Manager.